

CANADIAN GEOGRAPHICAL JOURNAL

FEB 13 1947

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Vol. XXXIV No. 1

JANUARY 1947

PRICE 35c



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OTTAWA, CANADA



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CANADIAN GEOGRAPHICAL JOURNAL

Published monthly by
THE CANADIAN GEOGRAPHICAL SOCIETY
49 Metcalfe Street, Ottawa

Editor - GORDON M. DALLYN

This magazine is dedicated to the interpretation, in authentic and popular form, with extensive illustrations, of geography in its widest sense, first of Canada, then of the rest of the British Commonwealth and other parts of the world in which Canada has special interest.

The articles in this Journal are indexed in the *Reader's Guide to Periodical Literature* and the *Canadian Periodical Index* which may be found in any public library.

The British standard of spelling is adopted substantially as used by the Dominion Government and taught in most Canadian schools, the precise authority being the Oxford Dictionary as edited in 1936.

Address all communications regarding change of address, non-delivery of Journal, etc., to the publication office, 1,000 St. Antoine St., Montreal, Canada, giving old and new address. On all new memberships, the expiry date will be printed on wrapper containing starting number. This will constitute a receipt for subscription.

Membership in The Canadian Geographical Society is \$3.00 per year in Canada and other parts of the British Empire, which includes delivery of the Journal, postpaid; in United States, Mexico, France, Spain, Central and South America, \$3.50; in other countries, \$4.00. Make membership fee payable at par in Ottawa.

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Street. (Tel. LA. 5566)

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The Mead, West Dampton Lane, Ramsgate, Kent, England.

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PRINTED IN CANADA



Fish, Furs and History

by A. LACEY

IN THE OLD STATE HOUSE at Boston, Massachusetts, there hangs the effigy of a codfish, placed there in colonial times as a reminder to all New Englanders of the part played by the codfish in the founding of the colony. Few monuments have been more richly deserved. But it is not in New England alone that the codfish should be respected and honoured. The whole English-speaking world owes to this succulent and prolific fish a debt beyond calculation, for the codfishery was the foundation upon which were built not only the original colonies of what are now the United States of America, but also British naval power, British foreign trade, and the British Commonwealth in North America.

It was the attraction of the codfishery that first induced Englishmen to spend their winters (as well as their summers) in the New World, thus laying the foundation for permanent settlement, long before any actual colonization was attempted. Fishermen from Devonshire and other western counties of England, who dried their fish on the shores of the Avalon peninsula in Newfoundland, and who were left behind during the winter months to care for small boats and buildings, were the forerunners of colonists and permanent settlers. The Newfoundland codfisheries provided not only an excellent training ground for English seamen, but the main impetus for development in shipbuilding as well as for foreign

At top:—A small fishing village near Cape St. Mary on Placentia Bay

trade. They were thus instrumental in the steady growth of that sea-power upon which the Empire itself depended, and still depends.

The codfish, moreover, has been for centuries a powerful ally of the Christian Church. By a strange coincidence the letters of the Greek word for "fish" (ichthus) when taken in their proper order, form the first letters of the words "Iesus Christos Theou Houios Sotor", which translated mean "Jesus Christ, Son of God, Saviour". To the early Christians this coincidence was regarded as of great mystical significance. Christians, therefore, soon began to use the sign of the fish as a means of mutual recognition. More important still, the Church decreed the eating of fish instead of flesh on Fridays and other fast-days. The number of these fast-days—that is, "fish-days"—rapidly increased until, by the end of the fourteenth century, they took up a very considerable part of the entire year. The effect of this on the economic life of Europe will readily be seen. The results were far-reaching indeed, and of the greatest importance for both Europe and America, particularly as the demand for fish soon outstripped the supply, and new sources had to be found. These new sources of supply existed in the Western Atlantic.

John Cabot, of course, was thinking in terms of the East and spices rather than of the West and codfish, when he set out from Bristol in May, 1497. On his return, however, he did not forget to state that the fish on these newly-discovered shores were so plentiful that they could easily be caught in baskets let down from the ship's side. Englishmen believed this "fish story", and before long they were coming in thousands every spring to this "New Found Land" in search of the riches of the ocean. In the prosecution of this fishery they learnt to excel in seamanship, they learnt to build boats stout enough to endure the roughest weather; and they used the products of this industry as a basis for trade with other European nations. In short, they laid the foundation of British sea-power. The de-

mand for fish from Catholic countries like Spain and Italy was tremendous. In the sixteenth century the carrying trade of both England and France was chiefly supported by exports of codfish to Spain and Italy. And the Protestant Reformation did not lessen the consumption of fish in England itself, as the eating of fish on certain stated days of the week was decreed by law, in order that this profitable industry should be maintained.

The English method of curing the fish caught on the shores of Newfoundland, learnt from the Iceland fisheries of pre-Cabot days, was known as "dry-fishing". It consisted in salting the fish only slightly at the time of catching, and then drying it on shore, almost immediately afterwards. The French, however, used the method of "wet-fishing", or heavily salting the fish on board ship, where it was kept in this condition until taken to Europe. From the standpoint of foreign markets, it was soon discovered that fish cured by the first method had a great advantage over the other, as it was in a better condition when it reached the markets. (To this day, the "dry-cured" Newfoundland shore fish commands a higher price than the much "wetter" Labrador-caught variety.) The English trade in fish, therefore, tended to increase at the expense of the French. But there was another, and more important result from an historical point of view: the English, because of their method of dry-fishing, were inevitably led on to a permanent occupation of the Atlantic coast line, first in Newfoundland (the Avalon peninsula) and later in New England, while the French, by reason of their different method, were much slower in taking up positions on shore. The effect of this was far-reaching indeed, and was one of the deciding factors in determining the destiny of the whole North American continent. The Avalon peninsula, which was the key position of the English dry-fishing industry, became, in the words of Professor H. A. Innis, of the University of Toronto, "the corner-stone of the British Empire, from the standpoint of territory, of trade, of

shipping, seamen, industry and finance".

When the French, on their part, finally began to seek positions on shore for the drying of fish, they were practically forced to occupy stations within the Gulf of St. Lawrence, along the southern, western and northern parts of Newfoundland, since the "outer" positions were already occupied. The St. Lawrence became, to all intents and purposes, a French sea. This was due, in fact, to several reasons, many of which were not connected with the codfishery. Even from the earliest times the French had seemed to prefer the more sheltered St. Lawrence regions to the outer coastline. These inner regions had been visited by Basque whalers and walrus hunters long before the time of Cartier's voyages (1534-42). The islands now known as the Magdalens were the home of vast herds of walrus. And above all the French desired to trade for furs with the Indians of the interior. The English, on the other hand, who thought only of fish, and of quickly reaching the markets with their catch, naturally remained at the outer harbours of the Atlantic shore line. Here there was little contact with Indians and lacking this contact, the English fishermen were under no temptation to be drawn away from their fishing by the attraction of greater wealth to be gained in the interior—in the fur trade.

The story of furs in North America is as romantic as that of the codfish, but vastly different are the final results of the fur trade. It is scarcely too much to say that, while the cod gained an empire for England, the beaver lost an empire for France.

Let us consider briefly the position of furs in the economy of Europe in those early days. While the eating of fish was enjoined by the Church, the wearing of furs was decreed by fashion. Furs of high grade were very scarce in Europe after the early Middle Ages, hence had become costly and very highly prized. In some countries the wearing of them was restricted to the nobility; but the desire for furs among the richer sections of the middle class caused the removal of such restrictions, and the high prices offered

caused the furriers' guilds to expand their activities. As in the case of fish, new sources had to be found to meet an increasing demand. When France, somewhat later than England, turned her face westward, not the least enticing objective was fur. Rewards in this trade were quick and enormous, as splendid skins could be got from the Indians (ignorant of their value) at little cost. In the pursuit of furs the French were drawn farther and ever farther into the interior of the continent. In their haste to become wealthy in the fur trade, they made the fundamental mistake of not protecting adequately their lines of communication with Europe. They neglected to make their hold on the Gulf entrances and the outer coastline secure. This was the strategic error that in the end lost them Canada. By the time they realized the necessity of holding the Gulf entrances in order to safeguard their possessions in the interior, it was too late.

It was not until 1662 (or more than half a century after the founding of Quebec) that France, at last aware of this strategic weakness in her position, seized and fortified the Placentia part of the Newfoundland coast dominating the southern entrance of the Gulf. But strong English settlements had already been established not only on the Avalon peninsula itself, but on the continental mainland as well, south of the French settlements in Acadia. Thus the French found themselves caught between two fires. The English, who had clung to the coastline, not allowing themselves to be lured away by the attraction of the fur trade, now held the key to North America. The conquest of Canada one hundred years later was practically a foregone conclusion.

When the English (about 1670) finally did interest themselves in the fur trade on a large scale (with the founding of the Hudson's Bay Company), the coastline was for the most part theirs. They ran no risk of having their lines of communication cut behind them. The French meanwhile had spread themselves out over the continent like the spokes of a vast wheel—northward



to Hudson Bay, west to the Great Lakes and even beyond, south along the Ohio and Mississippi valleys, east until they came in contact with the English colonies established on the Atlantic coast. The rim of this great wheel was in the grasp of the English, and the French soon found themselves shut up in a prison (a vast one, indeed, but a prison nevertheless), with the keys in the hands of an enemy. So vulnerable was the French position that in 1629, Sir David Kirke could sail up the St. Lawrence and capture Quebec, an omen of its later permanent capture by Wolfe.

The treaty of St. Germain-en-Laye (1632) gave Quebec (and Canada) back to France. From that time on the French, aware of their dangerous strategic position, gave more attention to securing the coastline. In 1662, by a secret treaty with Charles II,

they secured Placentia, and soon seized every opportunity of extending their hold on Newfoundland. Twice during Louis XIV's reign they marched overland from Placentia to attack and capture St. John's. In fact they overran the whole of English Newfoundland. Their most brilliant leader in these expeditions was Pierre Lemoine d'Iberville, a French-Canadian of noble birth, whose aim in life was to make the whole of North America French. His attempts, though carried out with great skill and vigour, came too late to be successful. There were too many English settlers, and they were too firmly established. These French expeditions against English Newfoundland had no permanent effect in lessening the hold of England. In 1713, by the Treaty of Utrecht, the French were forced to give up Placentia, and the French

position at the St. Lawrence gateway became precarious. To protect this position the fortress of Louisburg in Cape Breton was built, but one hinge of the great gateway was firmly in the hands of the English. It remained for Amherst to batter down the other hinge (Louisburg itself) in 1758, thus opening the way for the taking of Quebec.

The fact that the English, because of their undiverted attention to the codfishery, came to occupy a better strategic position than the French is only one of the factors (though perhaps the dominant one) in the struggle between French and English in North America. Another important factor may be found in the type of human character developed in the coastal fishing settlements. Sir Wilfrid Grenfell once said that "the most important product of the codfish is the character of the men who spend their lives in catching him". The fact that occupation has much to do with the building of character (or perhaps one should say "characteristics") is one which has a definite bearing upon the establishment of Anglo-Saxon civilization on the North American continent.

The trapper is necessarily a wanderer; his life is a series of adventurous roving; he

scarcely stays long enough in any one spot to be able to call it "home"; the farther he goes from civilization the more likely he is to find what he desires. The trapper is a very valuable person as far as exploration of new country is concerned, but he represents a force opposed to settlement and community life.

Again, both trapper and fur-trader are "rugged individualists". To the trapper every other trapper is a potential enemy. So, to the trader in furs is every other trader in furs. (We are speaking, of course, of the early days of more or less unregulated trade.) They live in a constant state of warfare, open or latent. They must match wits with the animals, the Indians, with each other and with prospective customers. They naturally develop qualities of shrewdness and sagacity, as well as a tendency to try to "get the better" of the other fellow. They look for large profits as well as quick returns, and are always out to make fortunes, not simply to earn a living.

The fisherman, on the other hand, is not engaged in an occupation which offers much hope of sudden wealth, or even of wealth at all. He is satisfied with making a fair and



Top left:—Young beaver feeding. Beaver thrive where there is plenty of water and birch, willow or aspen trees grow.

Left:—The beaver ashore is awkward and walks slowly. Besides being an important article of trade, for two centuries the beaver was the medium of exchange and standard of value in North America.



"Flakes" at the shore for drying and curing cod. The type of settlement by which the fishermen literally clung to the coastline.

honest living and content that others should do the same. Moreover, by the exigencies of his calling he must live a gregarious life. He and his fellows congregate in harbours, create villages and small towns, where social life develops and community spirit thrives. His activities are regulated by a system of rules, drawn up by the community for the protection of every member, governing, for instance, the collecting and distribution of bait, the placing of nets, and the periods of fishing. Thus the fisherman provides a force tending to concentration, to steadiness and unity, to a sturdy independence combined with order—qualities which are necessary to the founding of any lasting civilization. Such were the foundations laid by fishermen along the Atlantic coast, all the

way from Cape Bonavista in the north to Cape Hatteras in the south. These coastal colonies sought concentration, rather than rapid expansion. They did not "bite off more than they could chew". Hence they were able to harden and unify, and ultimately to grow strong enough to turn the scale against their rivals of the interior.

It should be remembered, however, that in England, as in France, governments did little to encourage settlement in the colonies. English emigration was due mostly to private enterprise, and in many cases provided means of escape from official persecution. But at least the English governments did not stand in the way of emigration. France, on the other hand, gave no such opportunity to her non-conforming elements

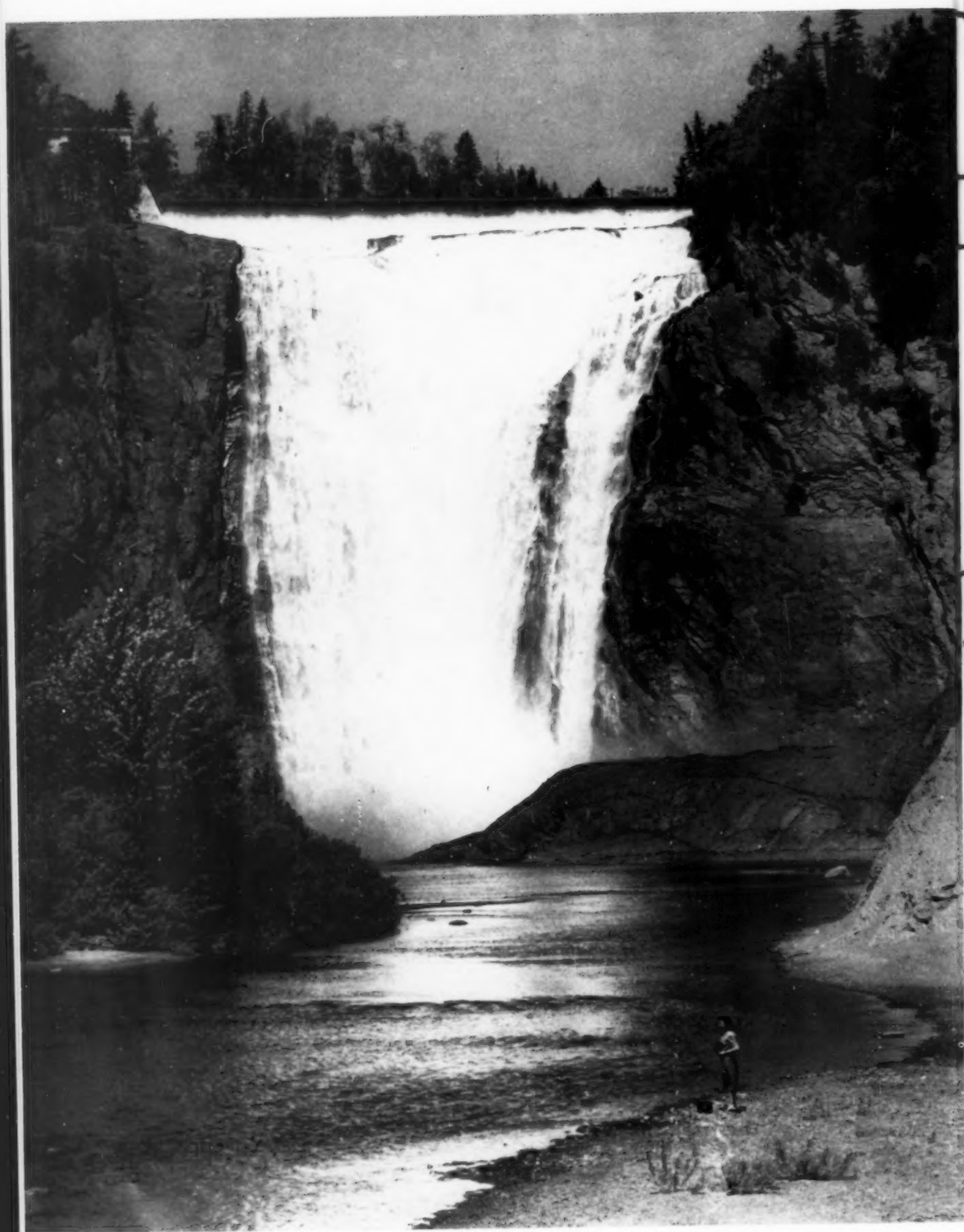
as did England. What a difference it might have made if the Huguenots had been encouraged (or even permitted) to settle in Acadia or in southern Newfoundland!

During the eighteenth and nineteenth centuries the codfish continued to play an important role in the history of North America. France, though forced by the treaty of 1713 to forego sovereignty over any part of the soil of Newfoundland, still retained the right to fish on several hundred miles of the northern and western coasts. This entailed a long and bitter struggle with the settlers on this part of the coast—a part which is known to this day as “the French shore”. For two hundred years the settlers on this shore were liable to have their homes and property destroyed by the crews of French warships sent out to “protect” the French fishermen. The rights of the settlers to erect permanent buildings were never recognized by the French, who soon de-

manded the exclusive right of fishing. The dispute waxed more and more bitter as years passed. The British, themselves anxious to avoid a quarrel with the French, not only paid no attention to the protests of the settlers and of the Newfoundland government, but even sided with the French against them. However, in 1904, the question was settled amicably. The French abandoned their fishing rights in exchange for a money compensation and the promise from Britain of being allowed a free hand in that part of North Africa which is now called French Morocco. The islands of St. Pierre and Miquelon, off the south coast of Newfoundland, are all that remain today to France of her once great empire in North America. One can only speculate on the difference it might have made if the humble codfish, rather than the beaver, had been from the first the prime object of French pursuit in these regions.

Terrain common to fish and fur. In addition to the sea fishery, good salmon are taken from the rivers.







Holiday In Québec

by GORMAN KENNEDY

THE REASON for Québec's popularity with tourists can be found in the story of the man who built a better mouse-trap. Tourists beat a pathway to the province because no other section of Canada can offer the same year-round appeal to so many people plus an atmosphere unmatched in North America.

Québec is different because it is French, not like modern France, but French in the

sense of holding true to old Norman traditions despite the swift progress of the twentieth century; of retaining manners and customs that have long since disappeared from other countries; of building a distinctive culture, rich in its historic background.

The shades of Jacques Cartier, Samuel de Champlain, Frontenac, de Laval, Maisonneuve and Montcalm still haunt French

Left:—Cascading over a 275-foot fall, beautiful Montmorency Falls never fail to enthrall visitors. Located seven miles from Québec City, Montmorency's surging waters—whose drop is deeper than famed Niagara's—are a sight not to be missed.

C.P.R. photo

At top:—Overlooking the majestic St. Lawrence River, the Jacques Cartier Memorial near Gaspé commemorates the intrepid explorer who originally sailed by these banks in 1535.

Canada. Québec remains a land of romance in the day of radar and atomic energy.

Quaint villages, wayside shrines, old-world cities, rivers, mountains, tranquil valleys, lakes and forests teeming with fish and game, winter sports, bracing climate, friendly hospitality and a way of life which is distinctive combine in infinite variety throughout the province to make travel stimulating and different.

Québec is prominent in Dominion statistics. It is the largest province in Canada with a total area of 594,534 square miles, of which the fresh water area amounts to more than 71,000 square miles. All this water, in addition to possessing a strong tourist appeal—the Saguenay and St. Lawrence cruises are examples—provides an available 17 million horse-power of which close to six millions have been developed for industrial purposes.

On the north Québec reaches as far as Hudson Strait and the uncharted wilderness of the Upper Labrador. To the south it spans the St. Lawrence River and borders on New York, Vermont, New Hampshire, Maine and the neighbouring province of New Brunswick. The Ottawa River runs along the greater portion of its southwestern

boundary to meet the St. Lawrence at the western tip of Montreal.

In this area live close to 3,400,000 persons with the Greater Montreal area accounting for more than one-third. Less than 13,000,000 acres are under cultivation throughout the province, leaving a vast virgin or semi-virgin area, diverse in terrain.

More than 90 per cent of the province is occupied by the Laurentian Plateau whose heights contain numerous uncharted lakes and streams. South of the St. Lawrence River lowlands are the Appalachian ridges, known locally as the Notre Dame Mountains. These ridges extend from the Eastern Townships, north and east, and below Québec City they fall sharply, only to rise in indescribable grandeur at the Gaspé Peninsula.

Québec is the largest Canadian province; its vast extent of lakes and forests, extend from Ontario to Labrador, forms a great game reserve. Québec is recognized as containing perhaps the finest moose-hunting range in North America, while its rivers and lakes provide the angler with a wide variety of game fish including Atlantic salmon, ouananiche, muskellunge, northern pike, black bass, speckled trout and dore.



Top right:—Eventide on the Island of Orléans—land of peace, quiet and rustic simplicity, "the land that time forgot".

Left:—Homeward bound, the day's work done, this native of Gaspé travels the romantic road between the mountains and the sea.

Photos by G. M. Dallyn



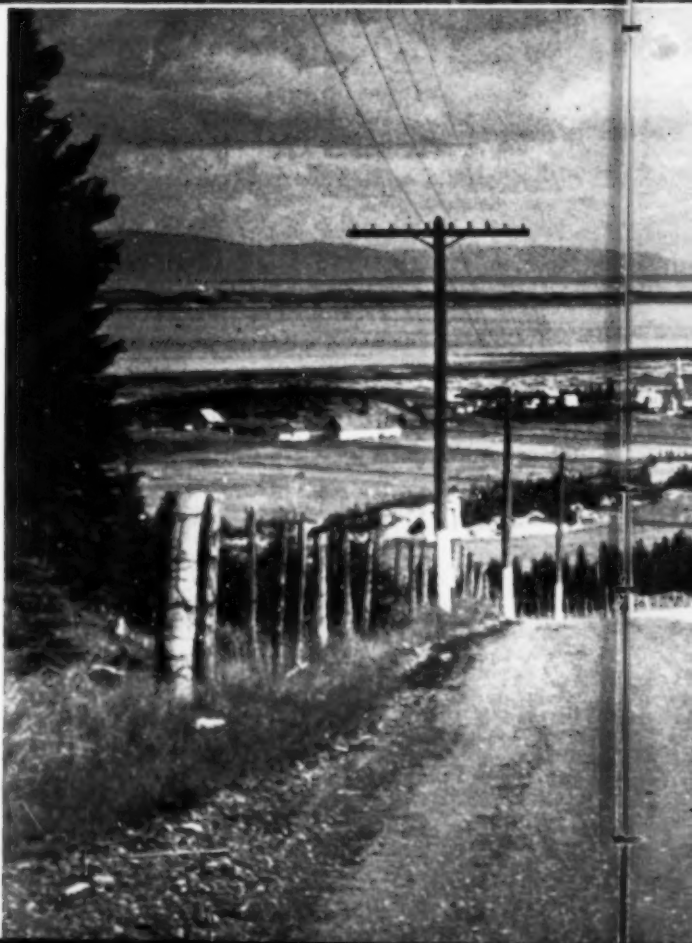
Québec attracts tourists from all over the continent during twelve months of the year. Some come for sport; to try their luck with rod and reel in Laurentide Park north of Québec, to hunt deer in the Laurentians far north of Montreal; others come for winter sports where the snow lies deep in the great skiing country stretching from Shawbridge to Mont Tremblant. Some come for the scenery of the Eastern Townships and the Gaspé Peninsula. Others come, singly or in pilgrimage, to the famed shrines at Ste. Anne de Beaupré and at St. Joseph's Oratory in Montreal. Still more arrive by boat along the Great Lakes-St. Lawrence waterway that brings the tourist to Montreal by the

famed rapids and continues down past Québec and Murray Bay to the Atlantic.

Time was when the summer months encompassed Québec's holiday season. That was in the days when the United States was conducting what Herbert Hoover termed "a noble experiment". It cannot be denied that Québec's accessibility and timely liquor legislation exerted a strong appeal to the Americans during the 1920's and early 1930's. Nor were these advantages unnoticed elsewhere in Canada. It is a striking tribute to the inherent charm of the province, the initiative and industry of its people, and the wisdom of its government that the advent of repeal in the United States did noth-



At top:—Picturesque old French towns and villages—such as St. Flavie, Ste. Anne-des-Monts, Cap-aux-Os, Mont-Louis, Madeleine, Cloridorme, Rivière-aux-Renards—adorn the shores of the St. Lawrence about the Gaspé peninsula. Typical of the quietude and grandeur of the Gaspé coast is the scene depicted here.





Below:—The nomad in Québec is well repaid for his tangent tours from main highways. Smooth dirt and gravel roads, that beckon the modern-day explorer, often lead to old-world settings. Even the road between metropolitan Montreal and Québec City reveals byways to hidden villages "far from the madding crowd". Polka-dotted along the route that swoops by the scenic St. Lawrence River are numerous vistas like this.

Photos by G. M. Dallyn





ing to diminish the flow of travel. On the contrary, with the exception of the war years, Québec's tourist figures have shown substantial annual increases since 1935. It is estimated that fifteen million tourists visited the province in 1946.

Québec's winter sports are responsible in no small degree for its popularity as a year-round resort playground. Snow has become "white gold" particularly in the Laurentians, immediately north of Montreal and at Lac Beauport, outside Québec City, where stable snow conditions and good facilities for skiers exist. Ski tows have been erected in all the skiing regions. There are excellent ski centres throughout the province, notably in the Gatineau Hills north of Ottawa; in the Eastern Townships; in the St. Maurice Valley; on the north shore of the St. Lawrence and in the Saguenay-Lake St. John area. Accommodation ranges from luxurious resort hotels to modest pensions. The Laurentians and Lac Beauport regions at present offer a particularly wide range of accommodation and facilities.

The region in the Laurentian Mountains, north of Montreal, between Huberdeau on the west and Rawdon on the east, Shawbridge on the south and Mont Tremblant on the north, provides perhaps the most highly concentrated skiing area in North America. The rolling countryside, Scandinavian in character, offers magnificent cross-country touring while its downhill trails and slalom courses provide thrilling skiing. A network of ski trails connects the villages, each of which is a ski centre in its own right boasting trails and slopes, ski tows and professional instructors. In winter the snow lies deep—to be reckoned in feet, not inches. The country is a mass of evergreens which not only hold the snow but provide a natural

Thousands upon thousands of gulls and sea-birds abound in the area near Percé, notably on rugged Bonaventure Island, world renowned aviary. The sheer sides of the island, located two miles off shore, are home to an enormous number of birds who zoom and dive about the great rock mass that is their sanctuary.

Photo at top left by E. L. Desilets,
others by G. M. Dallyn





Seen here from mid-river, Québec City majestically overlooks the broad sweep of the St. Lawrence from the lofty rock eminence on which the city is built. Photo by G. M. Dallyn

windbreak. The climate is cold and invigorating with plenty of sunshine in February and March to send enthusiasts back home from spring skiing or snowshoeing with the coveted winter tan.

Below:—Handed down from father to son, generation after generation, ancient water wheels still roll and supply power for local millers in provincial Québec.

Railways, air service, buses and a good highway link Montreal and the Mont Tremblant area. The ski traffic to the Laurentians has resulted in the region enjoying a year-round tourist season. This development is all the more significant when it is considered that the Laurentians have been known as the summer playground of Eastern Canada since shortly after the turn of the century.

Below:—Reminiscent of yesterday, this ancient windmill on Isle aux Coudres, near Baie St. Paul, has weathered the centuries since the days of the Seigneurs.

C.P.R. photos





Fishermen, hunters and holiday-makers in general have been enjoying its lakes and streams and forests since long before World War I.

North of St. Jovite and Mont Tremblant is the Mont Laurier-Senneterre Fishing Reserve, stretching 130 miles in length and 20 miles in width. Farther north and west are the Northwestern and Pontiac regions and Québec's rich goldfields. To the west and south are the Gatineau and Hull areas. All this territory is a sportsman's paradise.

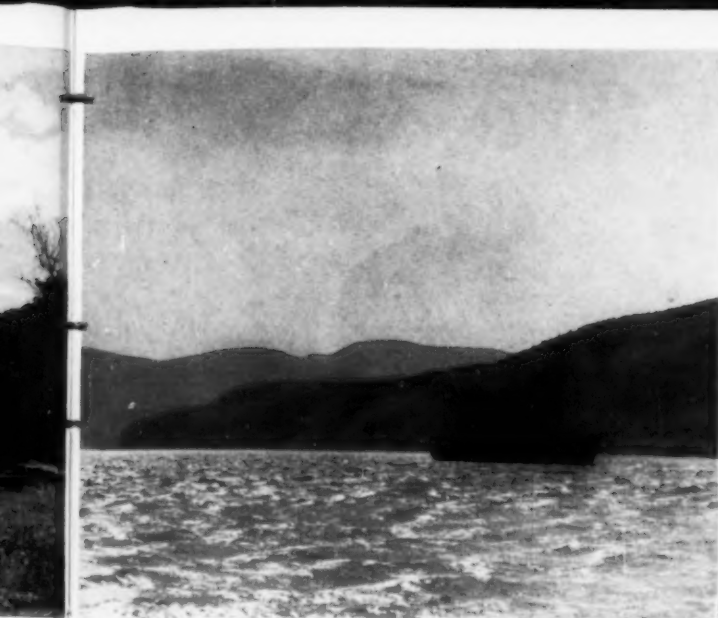
At top:—At the end of the road—Percé crowns the Gaspé coast. A snug retreat on the mountainside affords a vantage point for those who would tarry in this world-famous artists' mecca.

Photo by G. M. Dallyn

Right:—Typical of the fishing smacks used by the natives of Gaspé are these sturdy craft of St. Majorique.







Summer holidays in Québec offer a variety of sports and pleasant relaxation. Broad, modern automobile highways carry happy vacation parties to the glorious terrain of the Eastern Townships and the Laurentians with their famous lakes. Hundreds of these lakes are the site of summer homes of North American families. Secluded bays and inlets afford fascinating spots for swimming or canoeing, or just drifting and dreaming . . . cruise boats down the St. Lawrence and up the Saguenay Rivers provide magnificent views en route . . . bicycle trips, even a short distance from Québec's cities, will bring the cyclist to numerous wayside shrines and chapels . . . even urban Montreal's own Mount Royal and a ride in a horse-drawn carriage, is something distinctly Québécois . . . Alpine-like golf courses in the mountain regions add a new thrill to the Royal and Ancient game . . . and even the youngest visitors, like the tiny equestrienne shown here, are made happy by a holiday in Québec.

C.P.R. photos





Wild game is plentiful in Québec's northern woods where deer, bear and the mighty moose abound. Hunting and fishing camps, such as this one near La Tuque, are scattered throughout the wild forest regions.

C.N.R. photos

It is readily accessible by aeroplane and automobile, and partially by railroad. It also affords some of the finest camping and canoeing in North America.

South of Montreal are the Eastern Townships, a rolling countryside rich in historic and scenic interest. The province's most fertile farmlands lie here and the district stages the most colourful county fairs in Canada. In recent years the Eastern Townships have attracted large summer colonies and plans are now being studied by several communities to develop ski centres comparable with those existing in the Laurentians.

Montreal, metropolis of Canada, is the Dominion's most cosmopolitan city. With a population of 1,500,000, a 16-mile stretch of harbour, and the greatest industrial

potential in the Dominion, Montreal is the mecca of many visitors. It exercises, despite all that its critics have to say, a distinctive appeal. Like all large cities it has its congested areas but it has also spacious, tree-lined avenues flanked by gracious homes in which the tradition of fine living is quietly observed. The Island of Montreal is 30 miles long and ranges from seven to ten miles in width.

Montreal is the world's second largest French city and it is the largest inland seaport. Mount Royal, named by Jacques Cartier in 1535, rises 753 feet in the heart of the city which has 360 churches and more than 120 streets named after saints. Surmounting Mount Royal is an illuminated cross erected by La Société de St. Jean-



C.P.R. photo

Baptiste. It stands above a city of churches and typifies the deep religious convictions of its inhabitants. For almost 70 per cent of its people French is the native tongue.

At one time the gateway to all North America, Montreal remains still the gate-

way to Canada. It is the head of navigation for Atlantic freight and passengers, and Montreal Airport at Dorval is the Canadian terminus for air travel from Europe as well as the busiest commercial airport in the Dominion. Montreal is headquarters for

Dating back generations, the art of birch-bark canoe making is a distinctive Indian craft. Requiring patience and consummate skill, the delicate yet solid canoe is snug and water-tight. Even today the Indian art is unchanged; pine pitch is the waterproofing agent; birch-bark the shell; ribs and stringers are still hand-formed.

C.N.R. photo





Disciples of Izaak Walton find a holiday 'midst lakes and streams the epitome of a fisherman's paradise. Tumbling, bubbling, rushing brooks course swiftly, giving the angler every opportunity to ply his skill. Although the succulent brook and speckled trout seem to be first in the fisherman's choice, grey or lake trout and bass are also to be found in Québec's waters waiting the angler's favourite fly. In these illustrations there is considerable evidence of the day's catch—but there are still "the big ones that got away" that will be caught another day.





Canada's two major railroad systems, the world's largest inland steamship company, the International Labour Office and the Provisional International Civil Aviation Organization.

In effect, Montreal is two cities, French and English, and everywhere the traveller is confronted with bilingual notices. The love of good music common to the French and the English population has resulted in Montreal becoming the site of one of the best outdoor music seasons in Canada. Spectacular outdoor opera and musical performances atop Mount Royal and in various stadia during the summer, supplement the regular winter symphony season.

Apart from excursions to the polls when party lines will cut across racial backgrounds, Montrealers display little unity of purpose save in their love of sport. Montreal's famed Les Canadiens Hockey Club currently holds the world's professional championship while the city's entry in the International Baseball League won the title in 1946 by a wide margin. The metropolis is rated as the best wrestling centre in North America although some reservations exist, even among fans, as to wrestling's right to be classified as a sport. Montrealers like horse racing, regattas, tennis, golf, fishing and skiing. Tennis and golf enthusiasts have their choice of private clubs or the pay-as-you-play courses and courts.

Skiing is growing in popularity each year and on the slopes of Mount Royal, following



Photo at top right C.P.R., centre right Quebec Tourist Bureau, others C.N.R.

a heavy snowfall, as many as 20,000 skiers are often to be seen. Despite the skiing facilities existing in the city, Montrealers flock to the Laurentian Mountains in increasing numbers each year.

Down the St. Lawrence, approximately 170 miles north and east of Montreal, lies the City of Québec, the ancient capital of Canada. North America's only walled city, Québec holds the key position in urban appeal for tourists. Most European in appearance of any Canadian city and rising steeply to scale a mighty rock, it merits the title so often bestowed upon it, Gibraltar of North America.

Québec is a French city, only 11,000 of the 182,000 inhabitants claiming English as their primary language. It is a picturesque city, boasting an Upper and Lower Town, narrow winding streets, innumerable historic monuments and landmarks. It is the site of the Château Frontenac, one of the world's

distinguished resort hotels, and it symbolizes better than any other part of the province the historic past and the traditions still held dear in French Canada. Québec is the most storied of Canadian cities, many famous authors using it as the locale for novels. The Parliament Buildings, located on what was once the cricket field of the English garrison, house the only bilateral legislature in Canada. Close by the city are Ste. Anne de Beaupré, Montmorency Falls and the year-round resort of Lac Beauport.

Below Québec City, the fresh water of the St. Lawrence mingles with tidal salt water and the distance between shores grows greater. Scenically one of the prettiest sections of the province, the north shore of the St. Lawrence below Québec has attracted tourists for more than four decades. Murray Bay and Tadoussac, with their charming resort hotels, have long been summer rendezvous for visitors. The Saguenay River, which meets the St. Lawrence at Tadoussac, affords one of the most popular inland cruises in the world, noted for the famed Capes Eternity and Trinity. Chicoutimi at the head of navigation on the Saguenay is the gateway to the Lake St. John district, source of waterpower and abounding in fish and game.

The south shore of the St. Lawrence offers great scenic beauty, good hunting and fishing, and the incomparable Gaspé Peninsula. On the north side of the river, from the Saguenay to Labrador, the country is wild and rugged, and in its fast running streams spawn the Atlantic salmon. Northeast of Gaspé, in the Gulf of St. Lawrence, is Anticosti Island, regarded as one of the world's great fish and game preserves.

Masters of the art of politeness, the unvarying spirit of hospitality inherent in the people of Québec welcomes its neighbours from the east, west, and south, to share with them its rich inheritance.

At Joe Ryan's Mont Tremblant Lodge, the aerial chair ski lift does double duty, for in summer it hoists sedentary mountain climbers to Mi-Chemin cabin.

C.P.R. photo



If it's a winter holiday in Québec, and you are a non-skier, you can still have fun. Toboggan on open slopes, accompanied by rollicking shouts and squeals of delight at the harmless spills . . . or get all dressed up in your warmest clothes and pile the buffalo robes thick for a gay sleigh ride with jingling bells, in country or in town . . . winter time aquaplaning is called ski-joring and is seen here with a husky dog as motive power. "Over the river and through the woods" by any snow travel method is guaranteed to bring new colour to pale cheeks, a sparkle to the eyes and a spring to the step.

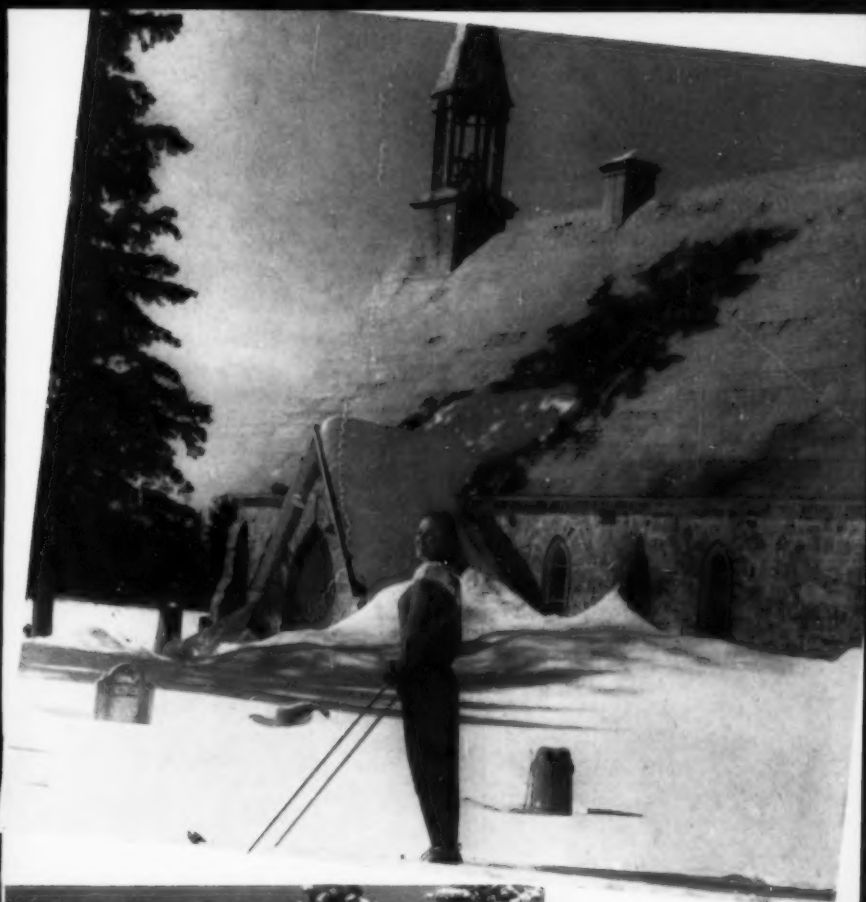
C.P.R. photos





Depicted on these pages are scenes that are duplicated a hundred-fold in the Laurentian playground north of Montreal, the Eastern Townships, Baie St. Paul or Lac Beauport near Québec City. This magnificent ski terrain extends throughout the mountainous district of Québec, and winter holiday makers by the thousand swarm to these spots to thrill to the finest skiing to be found in eastern North America.





In Québec City and Montreal, every winter week-end, skiers by the score can be seen hurrying through the streets, bound for the trains to the ski country. Once there, they swoop like snow birds down the hills . . . tour cross-country from village to village . . . gather at their ski shacks to rest and discuss trails . . . and pause on the heights to admire the breath-taking winter beauty of old Québec.

Photos courtesy C.P.R. and C.N.R.





An Indian treks home from market with his loaded cacaxte on his back. The staff helps to balance heavy loads.

Guatemala— Land of Sunshine and Colour*

by A. MURRAY FALLIS**

GUATEMALA has been given various titles, but the one which appeals most to me is "Land of Eternal Spring". Certainly the visitor's first impression is of a green and pleasant land. Alighting from the plane at the fine airport of the capital city, he gazes across an expanse of green countryside to extinct volcanic peaks towering skywards in the distance.

Visitors can be assured of a warm welcome upon arrival. They will be treated with friendly hospitality and invited to take a cup of excellent coffee while the baggage is unloaded. The ladies will probably be presented with a corsage of the bright flowers which grow so luxuriantly in many parts of the country. A knowledge of Spanish is a great advantage, of course, although this is not necessary for travel in any of the larger centres.

Guatemala is the most northerly of the Central American countries, lying next to Mexico, and has an Atlantic as well as a Pacific coastline. The only port—through which most of the import and export trade

passes—is on the Atlantic at Barrios, named after a former president of the country.

Geographically speaking, the country lies in the tropics, but climatically much of it is semi-tropical and temperate. As a result, a variety of agricultural crops can be grown successfully. These climatic conditions are also the cause of the localized distribution of certain endemic diseases. Physiographically the country can be described, in general, as a central highland area extending in a more or less east-west direction and sloping to coastal lowlands. The highlands consist of a series of volcanic peaks with broad arable plateaux between them. During the summer rainy season, numerous short, swift rivers drain the Pacific slopes. The rivers emptying into the Atlantic are fewer but relatively larger. A tract of dense tropical jungle lies to the northeast.

Rainfall is heavy throughout the year on the lowlands of the Atlantic Coast. But on the Pacific slopes there is a dry season during the winter months, at which time irrigation is necessary in order to grow the important

*See also "The Unlucky City" by Irving Wallace, C.G.J., September, 1938.

**Photos by Fallis and Blattner, except where otherwise credited.

lowland crop—bananas. An area about midway between Guatemala City and Puerto Barrios is semi-desert, covered with an abundance of cacti and other plants typical of arid regions.

The country has an area approximately equal to that of New Brunswick and Nova Scotia. The majority of its three million people live on the central highlands. Approximately two-thirds of the people are Indians belonging to several tribes, each with its own language and dialect; many of the Indians, however, speak some Spanish. They are descendants of the famous Mayans and other tribes who developed a high level of civilization in the early centuries of the Christian era, famous ruins of which can still be seen near Quirigua. The oriental features of many of these Indians are indicative of their ancestry.

The remaining third of the population includes those of mixed Spanish and Indian blood and a small foreign element consisting chiefly of British, Americans, and Germans. It also includes some negroes and a few Caribs of mixed negro and Indian blood who live on the Atlantic Coast.

The Indians are an important group in the country's economy as they provide most of the labour. Their mode of life is relatively simple—even primitive. Their diet consists mainly of corn, beans, chilis, and a little fruit. The corn is given a special treatment, ground up, then mixed with water and baked to make the famous tortilla, which is usually eaten with chilis. The native houses are simple structures of one room, built in the warm parts of the country, with bamboo uprights

for walls and a thatched roof. In the more temperate region the walls are of mud bricks which have been baked in the sun and then plastered over with more mud. In general, the Indians are a gregarious people; their small towns and villages are scattered throughout the land.

Each village has its market day when people come from miles around to sell or barter their handicraft and farm produce. The largest market is, of course, in the capital city. The natives are adept at weaving, pottery and basket work. They are fond of bright colours and their homespun



At top:—A mother starting home from market with her basket and child.



Left:—Men passing a banana plantation with their loaded cacaxtes on the way to market.



Left:—Washday at Tecpam. Rocks are used as washboards and grass or trees serve as clothes-lines at this communal water supply.

Right:—Young maidens pose for a snapshot in the market-place at Quezaltenango. The intricate patterns and gay colours of their costumes must be seen to be fully appreciated.

Below:—Local doctors interview a family outside their mud house at Las Vinas.

Bottom left:—Typical houses provided by the United Fruit Company for its workers.

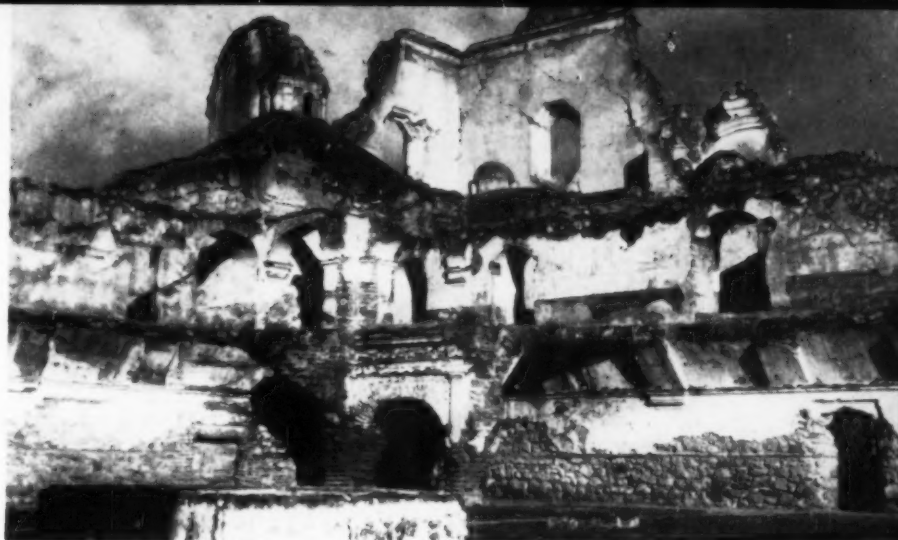


Bottom right:—A native cuts the lawn with his machete. The stick, with crook on the end, guards his foot when the knife slips, and is also used to pull the grass away as it is cut.



The crumbling walls of this church in Antigua have been shaken by several earthquakes during its 400 years of history.

Photo by Alvarez, Guatemala



costumes are rainbow-hued. Each tribe has its own distinctive patterns and shades. The trek to market is on foot—the men carrying bundles on their backs tied to cage-like structures (cacaxtes) with four legs. When the man squats to rest, the cacaxte stands on its legs and thus takes the load off his head and back. The women carry their burdens on their heads with surprising poise, especially as they usually travel at a dog-trot.

Agriculture is the most important industry. A variety of products can be grown on account of the wide climatic range. Bananas, of which there are large plantations near both the Atlantic and Pacific, form the most important crop in the lowlands. In

addition, some sugar cane and other tropical fruits are grown. Sugar refineries are located in this region and supply most of the domestic needs.

Bananas are grown from seedlings and take about nine months to mature. The plants reach a height of 15 to 20 feet and each bears but a single stem of fruit—growing upwards. Contrary to the belief of many northerners, the fruit is picked green, even for local consumption, and allowed to ripen off the plant. The two large plantations each comprise from 15,000 to 20,000 acres. The one near the Pacific has to be irrigated during the dry season; travellers are usually surprised to learn that the greater part of this is watered by an overhead spray system. All plantations have to be sprayed at regular intervals to prevent a serious banana disease called "Sigatoka". When a plant reaches maturity it is cut down and the stem of bananas is removed. The plantation is continued by leaving one of the seedlings which has sprung up at the base of the parent plant.

Coffee is the leading crop in the highlands and, together with bananas, heads the export trade. Coffee is grown at altitudes ranging from 2,000 to 5,000 feet. The commercial product is a blend of coffees grown at different heights, the better product being grown at the higher levels. In all cases the coffee bush grows best in partial shade. This is provided at lower elevations by growing banana trees among the coffee bushes. At

Massive columns of a ruined monastery built in Antigua about 1540.





Mt. Santa Maria towers in the distance beyond the arable lands around Quezaltenango. This volcano last erupted in 1902.

Sheep grazing on highland slopes. Black sheep are favoured, as the wool can be used without dyeing.

Photo by
la panamericana



greater heights shade is provided by a special kind of tree more useful than the banana as the leaves it sheds provide fertilizer. Temperate-climate fruits and vegetables, such as apples, plums, pears and peaches, are grown at an altitude of about 7,500 feet. These fruits lack the flavour of those grown in Canada, but no doubt could be improved. Corn is planted wherever possible—sometimes on incredibly steep slopes. At still higher levels wheat is an important crop, and beyond this is pastureland for sheep.

During the war the tapping of rubber trees became an all-important industry. In addition, large cinchona plantations have been

started to supply quinine for the treatment of malaria. The forests of the northeast region (Peten) also assumed importance because of their mahogany and chicle, especially when supplies of the latter were cut off by Japan's invasion of the East Indies. Small manufacturing industries are located in some of the larger centres. They include textile mills, tanning factories, and food processing plants.

Most of the buildings in the cities are of low construction because the country is subject to earthquakes. Antigua, which has been rebuilt three times, is the most famous of these earthquake-damaged cities. It has been called the Pompeii of America. Ruins of many of its numerous large churches and

A pine tree and a yucca form a frame for Mt. Santa Maria.

Photo by la panamericana



Looking down on a town in the highlands. The houses, built close together, are of low construction, usually with a patio in the centre of each.

Photo by la panamericana

Below:—Bamboos flanking a suspension foot-bridge across the river at Tiquisate provide a picturesque setting.

monasteries, built early in the sixteenth century, still stand as mute testimony to the power of nature's forces. Their massive construction is an indication of the time and labour which was required to build them. Antigua was formerly the capital of the country; but following the last serious upheaval, in 1773, the capital was moved to its present location.

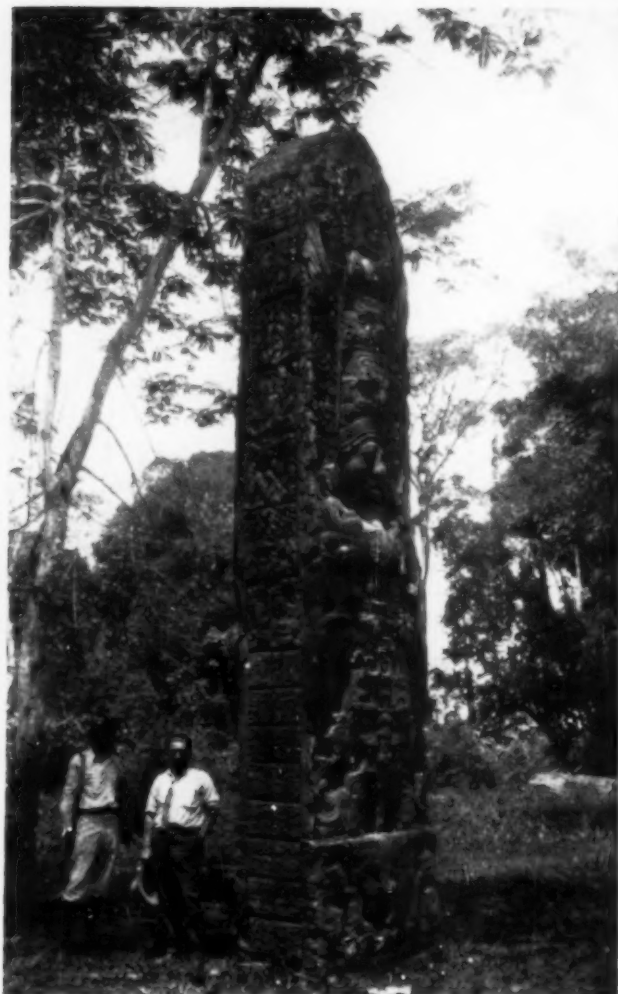
It would be difficult to find among our northern cities one that can match Guatemala City for cleanliness and tidiness. It was not planned for modern traffic, however, for the streets are narrow and buildings extend to the edge of the sidewalks. Driving would be dangerous were it not for the





Tapping a rubber tree. The sap is collected in small cans fastened at the lower end of slits cut in the bark.

Photo by Bryant



Carvings on the sandstone monoliths at Quirigua reveal the story of Mayan civilization.

Photo by Estelad, Guatemala

policemen stationed at all important intersections to direct traffic. The capital boasts numerous churches, two museums, and some fine parks. An interesting and instructive feature in one of the latter is a relief map of the country constructed to scale and occupying about one-sixth of an acre.

Transportation is limited. A narrow-gauge railway line connects with the bordering countries, and branches link the Atlantic and Pacific coasts. Roads and highways have been extended and improved during the last few years, with the assistance of the United States government, and the Pan-American highway now runs throughout the country—but further extension of both roads and railways is certainly desirable.

Much of the travel, however, is on foot, although the more prosperous may own a burro or an ox.

Any account of this country would be incomplete without some reference to the flowers and birds. The bright colours of the flowers are difficult to imagine. The flaming scarlet of the hibiscus, the rich yellow of the amamander, and the royal purple of the bougainvillea, leave a lasting impression.

Many of the birds have brilliant plumage. The quetzal, now almost extinct, is one of the most gorgeous of all feathered creatures; its back of vibrant blue-green and trailing tail feathers two to three feet in length, of similar hue, form a striking contrast to its

scarlet breast. It is called the "Bird of Freedom", for it was thought, at one time, that it would not live in captivity. The quetzal was, therefore, selected as the national bird, symbolic of liberty.

An improved public health program is one of the vital needs of the country. Some of the most serious diseases are insect-borne; therefore, the distribution of the disease depends largely on the distribution of the insect vector. On the lowlands, malaria—a mosquito-borne disease—is the chief trouble-maker. On the highlands it gives way to others, one of which is interesting because it is transmitted by black flies similar to those found in our northern woods. This disease is observed frequently on coffee plantations, where there is often a rapid stream in which the flies breed. Maximum emergence of the flies occurs at about the time the coffee is being picked in December. The conquest of these and other important

tropical diseases is one of the first steps necessary for the development of the country. The United Fruit Company, which has developed the banana plantations so successfully, has recognized the importance of this fact. Health services for employees were set up at the beginning of their plantation development. During the last few years the United States Government, through the office of the Co-ordinator of Inter-American Affairs, has spent large sums to assist the Government of Guatemala with its public health program.

It is not unreasonable to expect that the peoples of our two countries will be in closer contact in days to come. Canadians will no doubt wish to see this land of sunshine, where the brilliance of the scenery is surpassed only by the vivid native costumes. It is to be hoped, too, that Canada will be visited by the people of this friendly republic to the south.

Close-up of banana "trees", each with its single stem of fruit





Champlain and the Bay of Fundy

by LAWRENCE J. BURPEE

*Samuel Champlain, from the monument
in Orillia, Ontario.*

Photo by R. W. Harrington

THE DISCOVERIES of Samuel Champlain in the New World, and particularly in what is now known as Canada, cover so wide a field that it would not be practicable to describe them in any detail in a short sketch.

The bald outlines of his career may be put thus: He was born at Brouage, in France, about the year 1567. From his father he inherited a love of the sea, and saw service in the West Indies. In 1603 he sailed for Canada and explored the lower Saguenay, hoping that it might lead to a passage to the Western Sea. The following year he made discoveries in and about the Bay of Fundy and along the Maine coast. In 1608 he founded the city of Quebec, and the next year ascended the Richelieu to the lake that bears his name. In 1613 Champlain made his way up the Ottawa River beyond the site of Ottawa; and in 1615 by way of the Ottawa River, Lake Nipissing and French River, reached Georgian Bay. From there he made his way diagonally across what is now the

province of Ontario to the foot of Lake Ontario, and after an unsuccessful attack on Iroquois villages, with a war party of Hurons, returned by the same roundabout route to Quebec. The remainder of his life was devoted to building up the infant colony on the banks of the St. Lawrence; and he died at Quebec in 1635.

Of these discoveries in what we know today as Quebec, Ontario and the Maritime Provinces, it will be sufficient here to go a little more fully into certain episodes on the Bay of Fundy.

In 1604 Champlain sailed from France to the Bay of Fundy, with the idea of planting a colony somewhere on its shores. With him were associated the Sieur de Monts, Poutrincourt, and later the vivacious historian Lescarbot. Sailing along the Nova Scotian coast of the bay, they entered Annapolis Basin, and sailing around to the other side of the bay, examined what was afterwards to be known as Saint John harbour; finally they came to Passamaquoddy Bay and the St.

Croix River, which is now part of the international boundary between Canada and the United States.

Champlain and his associates were so pleased with the country on Passamaquoddy—today a popular summer resort—that they put up houses and other buildings, as well as a mill to be worked by water power, on an island in the St. Croix River which they named St. Croix but which today is known as Dochet. For a time the colony seemed to be all that could be desired. The winter, however, proved unusually severe, and in the spring it was decided to move the colony across the Bay of Fundy to Port Royal, on what is now Annapolis Basin.

This site for the colony proved more successful, and it is worth remembering that Port Royal, afterwards Annapolis Royal, was founded two years before Jamestown in Virginia.

Champlain in his narrative has something to say of Port Royal and its early days, but a much more lively account is found in Lescarbot's *Histoire de la Nouvelle France*. Francis Parkman gives the substance of Lescarbot's story in *Pioneers of France in the New World*. For the most part the French pioneers were kept busy, but the winters were long and tedious, and the inventive genius of Lescarbot produced for their entertainment a species of club which he called *L'Ordre de Bon Temps*. Here is Parkman's summary of the proceedings:

The fifteen principal persons in the colony, who sat at Poutrincourt's table at Port Royal, were the members of the club or order. "Each", says Parkman, "was Grand Master in turn, holding office for one day. It was his function to cater for the company; and, as it became a point of honour to fill the post with credit, the prospective Grand Master was usually busy, for several days before coming to his dignity, in hunting, fishing or bartering provisions with the Indians.

"Thus did Poutrincourt's table groan beneath all the luxuries of the winter forest: flesh of moose, caribou, and deer, beaver, otter, and hare, bears and wild-cats, with

ducks, geese, grouse and plover; sturgeon, too, and trout, and fish innumerable, speared through the ice of the Equille, or drawn from the depths of the neighbouring bay. 'And', says Lescarbot, 'whatever our gourmands at home may think, we found as good cheer at Port Royal as they at their Rue aux Ours in Paris, and that, too, at a cheaper rate.' Not only was the Grand Master responsible for procuring the materials for this abundant feast, he was also answerable for its proper preparation and service, for, during his short term of office, he was also controller of the kitchen.

"Nor", Parkman goes on to say, "did this bounteous repast lack a solemn and befitting ceremonial. When the hour had struck—after the manner of our fathers they dined at noon—the Grand Master entered the hall, a napkin on his shoulder, his staff of office in his hand, and the collar of the Order, valued by Lescarbot at four crowns, about his neck. The brotherhood followed, each bearing a dish. The invited guests were Indian chiefs, of whom old Membertou was daily present, seated at table with the French, who took pleasure in this redskin companionship. Membertou is said to have been among those who met Cartier on Chaleur Bay. Those of humbler degree, warriors, squaws and children, sat on the floor, or crouched together in the corners of the hall, eagerly waiting their portion of biscuit or of bread, a novel and most coveted luxury. Being always treated with kindness, they became fond of the French, who often followed them on their moose-hunts, and shared their winter bivouac.

"At the evening meal there was less of form and circumstance, and when the winter night closed in, when the flame crackled and the sparks streamed up the wide-throated chimney, and the founders of New France with their tawny allies were gathered round the blaze, then did the Grand Master resign the collar and the staff to the successor of his honours, and, with jovial courtesy, pledge him in a cup of wine. Thus these ingenious Frenchmen beguiled the winter of their exile."



Ottawa of Yesterday

by EDWIN C. GUILLET

Photos courtesy of the Public Archives of Canada

THE CAPITAL of Canada ranks high among the continent's beautiful cities, but its origin was commonplace. Professor Goldwin Smith, who had a pronounced opinion on everything and seldom failed to publicize it, called Ottawa "a sub-arctic lumber-village, converted by royal mandate into a political cockpit"; but Anthony Trollope, who saw it about the same time, found his spirit exalted by the "natural grandeur" of its location on a "magnificent" river, and he considered that "Ottawa is the Edinburgh of British North America".

For two centuries after Champlain's journey past the site, in 1613, the region was known only to the traders and *voyageurs* who pressed on by the Riviere des Francaises to the far west. Then, at the close of the eighteenth century, an enterprising American, Philemon Wright, pushed laboriously up the Ottawa and investigated the possibilities of lumbering and settlement. He surveyed the scene by climbing a hundred of the tallest trees in Hull Township, and it was obvious to him that there was great

wealth in prospect. In February 1800 he brought in thirty settlers, well supplied with stock and tools. No pioneer undertaking was more courageous. At the Long Sault, eighty miles from their goal, they met difficulties that would have repulsed lesser men:

"In consequence of the depth of the snow," he wrote, "we were obliged to make a stand, and set one part of our men to alter our teams so as to go singly, and the other part to proceed forward to cut the road. Before dark we cleared away the snow and cut down trees for fire for the whole of the night, the women and children sleeping in covered sleighs, and the men with the blankets around the fire, whilst the cattle were made fast to standing trees. . . . The ice being covered by snow about a foot thick, it was impossible to know whether it was safe without sounding it with the axe. Towards the end of the first day on the ice an Indian volunteered to guide the party without promise of fee or reward. With his small axe he tried the ice every step he went. . . . Owing to the deepness of the snow it took us about six days to pass up this river a distance of about 64 miles."

Wright established his settlement on the north shore at Wright Village, or Wrightsville, considering the rocky cliffs across the river an inferior location. Many years later Sir James Alexander had a talk with him and was impressed by his account of the difficulties he had overcome. Here is his

description of the meeting as recorded in his *Transatlantic Sketches* (1833):

"Next day I voyaged up the grand Ottawa river towards Bytown. A well-known character in Canada was on board, Philemon Wright of Hull. Dressed in black with a broad-brimmed hat, his make was spare; he had been tall but now stooped considerably under the weight of seventy-three years; his nose was long and his eyes deep-set and sharp. 'Thirty years ago,' said he, 'before a bush was cut on any of these rivers, we had a weary time of it, poling and dragging our boats where now steam vessels navigate. When I first came from Boston to look out for a location in the Canadas I voyaged up this river without a settler on its banks, I may say nobody but a few Indians and bears; I got as far as the Falls of the Chaudiere, one hundred miles from any white, and set myself down with thirty axemen and began to clear . . .'"

An enterprising employee of Wright's, Nicholas Sparks, saved up \$240 and bought most of the eventual site of Ottawa from John Burrows. W. P. Lett, poet-historian of old Ottawa—without whose writings our records would be much the poorer—has this to say of Sparks, whom he calls "an honest, upright man":

"Now first among our old landmarks
Comes Laird of Bytown, Nicholas Sparks,
Who came across in '26*
From Hull, his lucky fate to fix
Upon a bush farm which he bought
For sixty pounds—and little thought,
While grumbling at a price so high,
That Fortune had not passed him by."

Sparks built a log shanty on the southeast corner of Sparks and Bay Streets, where in later years the Wellington Ward Market was located. In after years, like Jesse

Ketchum of early Toronto, he was noted for generosity in supplying sites for schools, churches, and other public buildings. Meanwhile others, among whom were the Honeywells and the Bellows, had settled in the neighbourhood. In 1819 Caleb Bellows kept a store at Richmond Landing, and a quarter mile west stood Isaac Firth's tavern. Says Lett:

"Isaac Firth, an old John Bull,
Of milk of human kindness full,
Of rotund form and smiling face,
Who kept an entertaining place
For travel-worn and weary fellows
Who landed where Caleb T. Bellows
Out on the point his habitation
Built in a pleasant situation."

Apart from these few rude buildings, the site of Ottawa comprised cliffs and cedar swamps, but a notable enterprise was being planned. As early as 1816 a survey had been made for an interior route between Montreal and Kingston which would be safe from interference in case of another war with the United States. Ten years later the site of Ottawa was chosen by the Imperial Government as the terminus of the proposed canal, and Colonel John By arrived to supervise the work. Lett has this to say of the Colonel:

"As o'er the past my vision runs,
Gazing on Bytown's elder sons,
The portly Colonel I behold
Plainly as in days of old,
Conjured before me at this hour

*Sparks actually crossed the river several years earlier and had built his log house by 1824.





By memory's undying power:
Seated upon his great black steed
Of stately form and noble breed,
A man who knew not how to flinch,
A British soldier every inch:
Courteous alike to low and high,
A gentleman was Colonel By."

Bytown, as the settlement was named, speedily became a bustling place.

"The streets," said a visitor, Joseph Bouchette, "are laid out with much regularity and of a liberal width that will hereafter contribute to the convenience, salubrity, and elegance of the place. The number of houses now built is about 150, most of which are constructed of wood, frequently in a style of neatness and taste that reflects great credit upon the Inhabitants."

But the Irish labourers on the canal lived half underground in

"Two rows of cabins in the swamp
Begirt by ponds and vapours damp
And aromatic cedar trees."

They were

"Adepts at handling the spade,
And bruisers at the wheeling trade,
Lovers of poteen strong and clear,
In preference to rum or beer;
Sons of the sod who'd knock you down
For half a word 'gainst Cork's own town."

Mother McGinty, tavern-keeper, was well able to look after her own interests:

"She kept the reckoning, ruled the roost,
And swung an arm of potent might
That few would dare to brave in fight;
Yet she was a good-natured soul

Early days of the Rideau Canal

As ever filled the flowing bowl;
In sooth she dealt in goodly cheer
Half pints of whisky, quarts of beer.
And when a man had spent his all
She chalked the balance on the wall;
And woe to him who, soon or late,
His tally did not liquidate."

In 1832 Colonel By bought for £1200 a piece of land bounded by the present Laurier, Gladstone, and Bronson Avenues and the Rideau River; its value now runs into millions. Earlier he had built his house on the site which is now Major Hill Park, apparently selected for the view. From that bold eminence rising from Entrance Bay he could see the wild shore opposite with its gleaming church spire, the river's picturesque islands, the canoes, barges, and rafts sailing among them, and a succession of varied bridges. Most impressive of all were the wild falls of the Great and the Little Chaudiere, hurling a great volume of water with terrific force into the abyss below.

Life in old Bytown, however, was far too active to leave much time for gazing at beautiful vistas. It was indeed a stirring period. Some forty stores or tradesmen's shops served the community, but a brewery and nine bars dispensed liquor in profusion, and brawls were frequent and bitter. Raftsmen, lumbermen, canal labourers, and old soldiers intensely disliked one another and took pleasure in showing their feelings. On St. Patrick's Day, 1828, a mob of one hundred and fifty labourers from the Hog's Back Rapids paraded through Bytown carrying the inevitable green flag. A contemporary account says that

"In a free and violent series of fights with sticks and clubs and fists Thomas Ford was killed by a blow from the limb of a tree . . . The flag was carried to *illuminate* St. Patrick's Day . . . They were all Roman Catholics, so there could be no party complaints . . . Abe Dow said he saw a number of men amusing themselves fighting . . . All were drunk, dancing, and fighting."

Wellington Street and Barrack Hill (now the corner of Wellington and Bank Streets), about 1842. From an oil painting by W. H. Thompson, after Lt. Sedley, R.E.



Square timber on rafts in the Ottawa River, 1900. Piers to support the interprovincial bridge can be seen on the Hull side of the river.

Department of the Interior photo.



And it is characteristic that when one McKibbin was tried for murder it was a case of Hog's Back *versus* Bytown, and the jury found him not guilty.

In July 1829 Bytown held its first fair. But

"Twas not to buy or sell they came—
They all assembled, wild and free,
To have a ranting, roaring spree."

The fair ended in a wild horse race (as late as the 'forties these were held in the streets) and a pitched battle between "grangers" (lumbermen) and Irish "shiners", so the event was withdrawn for some years. When it recommenced its chief purpose was the trade in oxen for the lumber camps of the Gatineau and beyond.

For a few years Bytown was little more than a suburb of the older Hull. Mathew Connell was appointed first postmaster of Bytown in 1829, before that date all mail being delivered in Hull. Until 1828 Hull was, too, the graveyard of Bytown, the dead being ferried over; but there were so many deaths among the canal workers that a cemetery enclosed by a ten-foot cedar-post stockade was inaugurated in Bytown. No religious denomination would countenance common burial places, so separate lots were set aside for Presbyterian, Roman Catholic, and Church of England, while Methodist and lesser sects were apparently completely beyond the pale of polite burial and the Kingdom of Heaven!

In 1832 Sir James Alexander visited Colonel By and was taken on a tour of inspection. He records the details in his book:

"Colonel John By, Royal Engineers, commanding at the Rideau Canal, gave me a most hospitable reception at his handsome cottage *ornée*, near the town named after him. . . . The Colonel was kind enough to take me with him on an excursion up the line of the canal. His excellent lady and his two daughters accompanied us and some of the officers. We left in bark canoes early one morning and were paddled up to Dow's great swamp by Canadian voyageurs, hardy fellows who can accomplish one hundred miles a day on pea-soup and pork and keep up their Herculean exertions for weeks together, lightening their labours with their simple boat songs . . .

"Few are aware of the severe nature of the service during the progress of the Rideau Canal. First there were the exploring parties through the dark, swampy, and entangled forest, overgrown with underwood, through which it was necessary at one moment to cut a way and the next to wade in deep water, the only direction being the compass; then, in the winter, surveying on the ice, the lakes and streams through which the canal was to pass, hardly able to move the screws of the instruments for cold, impeded with the snow and heavy clothing; at night the bivouac in the shanty or shed, covered with the boughs of trees—the bed the tops of the hemlock pine—before a cedar fire; then in spring, the passing of rapids in canoes, and sometimes upset in them; carrying them round others which it was impossible to "shoot"; scorched with the sun, bitten with insects, drinking poisonous creek-water, agues wasting the frame—but, worse than all, the officers on the line of the canal lived at intervals of ten miles, so that they had no companion but their stove-pipe; and this from 1826 to 1832."

The health of Colonel By was adversely affected by the fevers of the dank swamps in which he laboured, for he did not long survive his return to England, as his obituary notice in *Sussex* testifies in the gushing style of another day:



Ottawa City shortly after its name was changed from Bytown. From Whitefield's View of Ottawa, 1855.

Above: Lower Town

Below: Upper Town



"Sacred to the memory of Lieutenant Colonel John By, Royal Engineers, of Sherford Park, in this Parish. Zealous and distinguished in his profession, tender and affectionate as a husband and as a father, charitable and pious as a Christian, beloved by his family and lamented by the poor, he resigned his soul to his Maker, in full reliance on the merits of his Blessed Redeemer, on the first of February, 1836, aged 53 years, after a long painful illness brought on by his indefatigable zeal and devotion in the service of his King and Country in Upper Canada."

An obituary notice in the *Cobourg Star* of March 23, 1836, gives further indication of the hardships he endured, and suggests that the title which his work merited was denied him by that common human failing, jealousy:

"He has been known, during the execution of this vast undertaking, to be for nights without his natural rest, exposed with his voyageurs and attendants to many a chill autumnal blast, with the frail birch for his shelter. In camp he was as much the soul of mirth as in the field the stern and determined commander. It is only to be regretted that the shafts of envious jealousy . . . were of sufficient weight at the time to deprive him of receiving that mark of distinction at his Majesty's hands to which it was generally believed he aspired . . . Still he must live in the constant recollection of the numerous friends he has left behind him."

Upon completion of work on the canal in 1832 some of the more turbulent citizens left the community, but quarrelsomeness persisted in Bytown for many a year. In private brawls eye-gouging and forms of mutilation were not uncommon. Perhaps the most notable public row was related to that major Canadian sport—politics. Known in local history as Bytown's Stony Monday Riot of 1849, the occasion of the trouble was the proposed visit of Lord Elgin to Bytown, just after he had signed the debatable Rebellion Losses Bill. Those who supported his course of action called a meeting to arrange a suitable reception; but Tory opponents, augmented by wagon-loads of farmers who opposed Bytowners from force of habit, also congregated at North Ward Market. Each faction of the mob sought to elect a chairman of its own political colour, and such an uproar ensued that no one could restore order.

"Props under the platform were pulled over," says an account, "and the speakers were precipitated to the ground . . . Angry words soon led to blows, and in about three minutes every loose stone on the market square was hurtling through the air. In the midst of the mêlée a shot was fired, and a general run for arms took place. The farmers were plentifully supplied from a store on Rideau Street, and the inhabitants of Bytown supplied themselves as best they could."

One man was killed and twenty wounded before two companies of rifles ended the disturbance. The same force, together with some common sense and good luck, prevented further bloodshed two days later when hundreds of well-armed Tories and Reformers were drawn up in battle array on Barrack Hill and Market Square, respectively.

On quieter days more worthy people were engaged in educating the youth. Perhaps the most long-suffering teacher was James Maloney, who persisted for half a century, from 1827 to 1878:

"A fixed star in the teacher's heaven
Since the old days of twenty-seven,
He taught and ne'er forgot the laws:
The handle was just two feet long,
And well he trounced the noisy throng."

Maloney was obviously an enthusiast, for he conducted also a night school in his 'English Mercantile and Mathematical Academy', where

"those of riper years can be carefully and expeditiously instructed in Reading, Writing, Arithmetic in all its various ways, Book-keeping with Double and Single Entry, English Grammar, Geography with the use of the Globes, Geometry, Algebra, Navigation, etc., all according to the precepts of the most modern and approved writers."

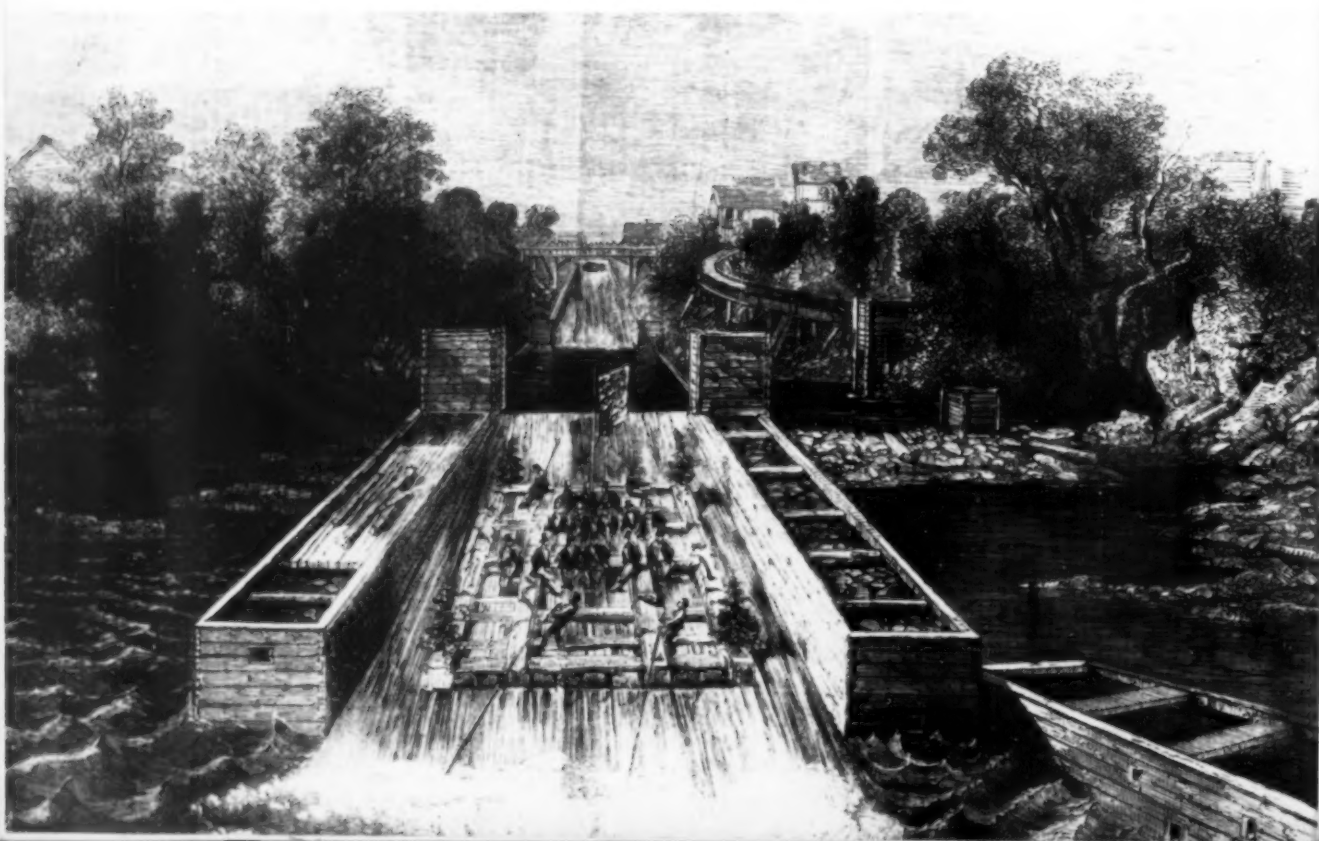
In the absence of any state facilities, numerous other more or less private schools were instituted. There was "a School for Boarders and Day Scholars", "a School for Advanced Scholars", "a Seminary for Young Ladies" (stressing the *Ladies*), and one "for those desiring to learn Greek, Latin, Philosophy, Reading, etc." In May 1843 the Dalhousie Grammar School commenced in rented rooms, but not until 1871 were girls permitted to attend. In 1848 the French Roman Catholics established the "College of Bytown". In 1861 it became the College of Ottawa, and subsequently was granted university status.

Today most people claim to support democracy, but it was not so a century ago. In 1840 the *Bytown Gazette* carried this comment on the inauguration of Queen's University:

"We are not a little surprised to observe that the seat of the Scotch College has been selected in the vicinity of Kingston. Being designed for the accommodation of both provinces, this institution ought to have been placed in as central a position as possible; so why not in Bytown? In the constitution of the



Sketches published in the Illustrated London News in September and October, 1860, depicting the progress of the Prince of Wales (afterwards King Edward VII) in Canada.
Above: View of part of the city and the river from Barrack Hill, site of the new parliament buildings.
Below: The Prince of Wales descending a timber slide.



Russell House at the corner of Sparks and Elgin Streets, about 1860.



Kirk there is already a sufficient spice of Republicanism, so why not place the seat for educating her future Ministers as remote as possible from the contagion of Democratic principles."

On January 20, 1847, the Mechanics' Institute was organized, and it long provided the only effort to advance education and culture among industrial and commercial workers; for half a century and more, in fact, the Institute's library was almost alone in supplying books to the citizens. In the same year Bytown was incorporated as a town, the population having increased from 2,400 to 6,000 in thirteen years. In 1854 Bytown became the City of Ottawa, with John B. Lewis as first mayor.

The entire region assumed much greater importance when Queen Victoria selected Ottawa as the future capital of Canada. On December 20, 1859, the first sod for the erection of the Parliament Buildings was turned on old Barrack Hill—site of the barracks in Colonel By's day. On September 1st the Prince of Wales laid the cornerstone, the materials used in construction being limestone, cream-coloured Nepean sandstone, and marble quarried in the vicinity and near picturesque Chats Falls, combined with dressings of Ohio freestone and Potsdam sandstone. The colours were most effective, and the perfection of Gothic towers and the graceful beauty of the Parliamentary Library have earned encomiums from the most discriminating world travellers.

Among shades of political opinion in old Ottawa were numerous Irish Fenians. One of them, who moved up from Montreal for a

purpose, was Patrick Whelan, and in the early morning of April 7th, 1868, he effected that purpose when he shot the great orator and statesman, Thomas D'Arcy McGee, just as he was entering his hotel the Toronto House, after delivering an anti-Fenian address in the House of Commons.

As a result of clever detective work Whelan was caught, the bullet traced to the revolver found on his person, and his threats and other activities clearly associated with the murder of McGee. At his trial he was capably defended by the Grand Master of the Orange Lodge, John Hillyard Cameron, whose life was threatened by Orangemen as a consequence. Whelan was convicted and sentenced to death. Every string that could be pulled to prevent his execution, every appeal that could be taken, was ineffectual, though his death on the gallows was delayed two months.

His public execution on February 11, 1869, provided a scene unparalleled in Canada. Below, on the streets, were 8,000 excessively turbulent citizens, hooting and howling in barbarous fashion; above, on the wall, was Whelan, surrounded by priests engaged in earnest prayer and at the same time hard pressed to prevent the fanatical Irishman from making an impassioned harangue from the scaffold. In dramatic intensity this scene most resembled an episode in the Spanish Inquisition or the burning of some seventeenth-century witch.

There have been many memorable occasions in the life of the Canadian parliament.



A drawing showing part of Ottawa as it appeared in 1876.

One occurred in the autumn of 1873 when Donald Smith (later Lord Strathcona) precipitated the defeat of Sir John Macdonald's administration by withdrawing his support in the "Pacific Scandal" issue; another on March 14, 1879, when Sir Leonard Tilley introduced the "National Policy" of protective tariffs upon which Macdonald had swept back to power. The great statesmen of the past have on innumerable occasions risen to the heights in debate, in strategy, in repartee; there have been days of intense sadness when national leaders were mourned by men of all parties; and days when declarations of war have

been fraught with both patriotism and tragedy for the entire nation.

For three-quarters of a century Ottawa evolved with little system — a queer combination of French and English, old and new, polished and primitive, noble and tawdry. But in 1899 a belated start toward planning was made with the creation of the Ottawa Improvement Commission. This commission, representative of the federal government and the city, had permanent control of government improvements and was authorized to own property. The turn of the century, therefore, brought a new phase in the development of Canada's capital.

The visit of the Duke and Duchess of York (afterwards King George V and Queen Mary) to the parliament buildings in 1901.



Blackboys of Australia

by P. D. MANTLE

A FAMILIAR SIGHT throughout southern Australia are the blackboys or grass trees. Belonging to the family *Lilaceae* (genus *Xanthorrhoeae*) and thriving in poor ground wherever the climate is fairly moist, these hardy plants measure their age in centuries. From a distance they might be natives, dressed in weird headgear for a ceremonial dance; often charred from bush fires, their black boles are topped by tufted grasses and bear tall spikes on which the flowers grow.

Occasionally a high wind will blow down a blackboy, revealing the fibrous roots which reach only a few inches into the soil. The visible part of the trunk is in layers, made up of the bases of old leaves. Resin near the core binds these bases into clumps which can be easily chopped away from the rest of the plant. It is possible to strip them from a tree without killing it, as the inside core remains alive, connecting the roots and growing leaves. This core, when properly seasoned, can be turned on a lathe or worked up into ornamental pieces showing a beautiful and intricate grain.

Topping the plant is the thick tuft of grass-like, brittle, pointed leaves. Where the angular leaf joins the bole, it spreads out to the same flat shape as the material of the main trunk. Gradually the leaves die off and hang down in a thick cluster which provides dry kindling for fires, even during a rainstorm. After a few years they break off altogether, leaving only the broad leaf base adhering to its predecessors, with the thick black resin close to the core. Rising from the grassy tuft is the flower stem, usually only one on each plant, bearing almost colourless blossoms.

Hikers and campers know the blackboy well. For cooking fires it gives a quick, fierce heat with a rich resinous aroma, but it leaves much residue and the fireplace needs to be cleaned out frequently.

At top:—Australian blackboys or grass trees (Xanthorrhoeae) growing on the sand plains near Moora, Western Australia.

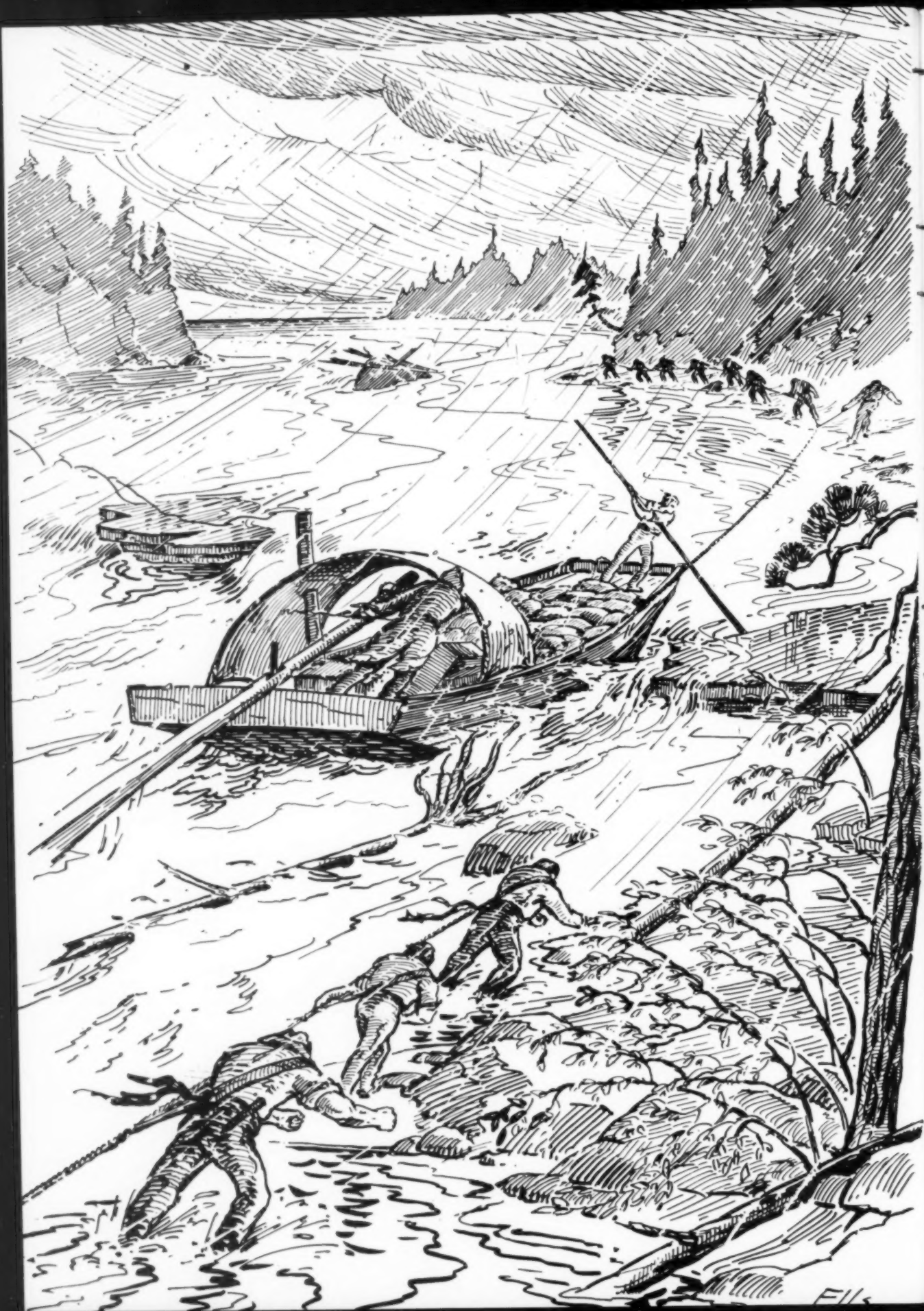


Suburban housewives used to be familiar with the cry "Blaaackboy-blackboy", as the local woodmerchant's cart came down the street with jarrah blocks and bags of resinous blackboy for sale at a shilling or two. In recent years the customer has had to seek out the woodman, but before long the old call may be heard again in Australian suburbs.

At Kangaroo Island, South Australia, a thriving industry produces many valuable products from the blackboy. Resins, balsams, and phenolic substances are obtained, as well as the raw material of paper-pulp, and a substance with similar properties to maple sugar. The resin has been used in munitions and as a substitute for shellac in the manufacture of lacquer. Lumps of the gum mixed with turpentine make a good domestic polish.

Commercial possibilities of the blackboy have not yet been fully exploited. Experiments have proved its worth as cattle fodder and for making wood alcohol; its resin can be used in perfumes, soap making, tanning and pharmacy. With care and proper husbandry, these strange plants will provide a source of wealth for many years.

But to most Australians, blackboys will always recall the picnic fire, a boiling billy and the fragrance of the rising smoke.



Athabaska River Transport

by S. C. ELLS

IN 1778, PETER POND crossed the Arctic divide between La Loche (Methye) Lake and Clearwater River, and shortly afterward the La Loche portage was established. Subsequently for more than a hundred years, a wealth of furs flowed southward to York Factory, while trade goods flowed northward into the Mackenzie basin.

The Canadian Pacific railway reached Calgary in 1883, and in 1886 a wagon road from Fort Edmonton reached Athabaska Landing. As a result the famous La Loche portage fell into disuse, and thereafter for thirty years, northbound freight and passenger traffic descended Athabaska River from the 'Landing' to McMurray.

In 1916, railway construction reached Cache 23 at a point near the junction of Clearwater and Christina rivers some fifteen miles east of McMurray. In March, 1921, the line was completed to Old Waterways which was a little over three miles east of the present terminus, and traffic was once more diverted to still another route. But during the period, 1886 to 1916, a stirring chapter had been added to the colourful epic of northern transportation.

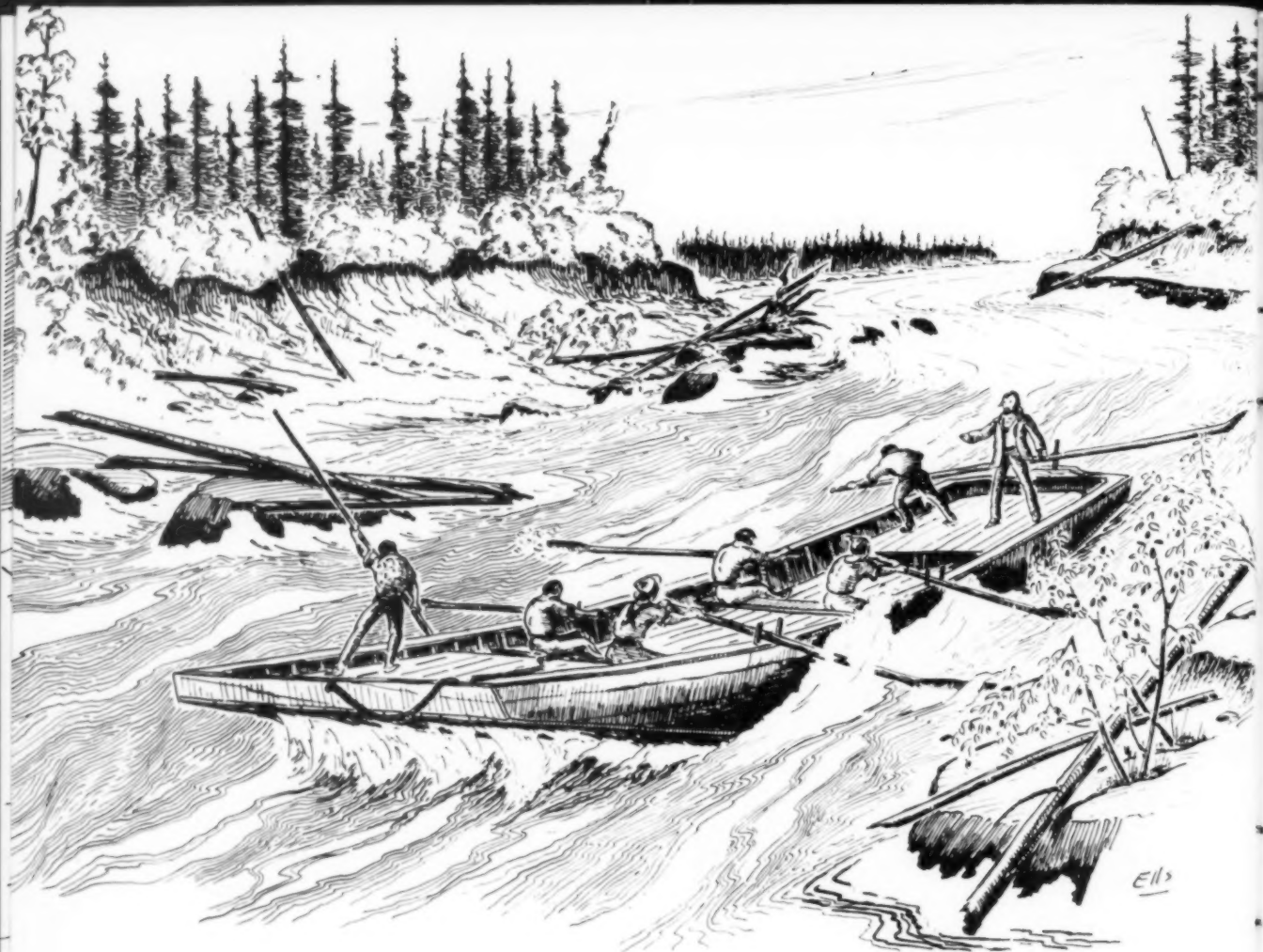
Prior to the Union in 1821, the North-West Company had favoured the use of canoes whereas, whenever possible, the Hudson's Bay Company had favoured the use of York boats. Following the Union, the use of York boats became general, but owing to rigidity of construction and relatively deep draft, it was found that this type of boat was not adapted to the navigation of the frequently rough and shallow water of the Athabaska south of McMurray. Consequently, as an alternative to the York boat, a modified form of shovel nosed scow was evolved. Its essential features were flexibility when subjected to severe strain in rough water, and long overhanging bow and stern. Length of these scows varied from twenty to fifty feet, the larger size having a cargo capacity of from nine to ten tons. They were equipped with heavy rowing sweeps and a long steering oar, while decks fore and aft provided space for a polesman in the bow and one or more steersmen at the stern.

Along the seventy-five miles of river immediately south of McMurray, the total

fall is 370 feet and there are some fourteen rough rapids varying in length up to three miles. Of these the heaviest is the Grand rapid where the fall is 54 feet within a distance of slightly less than one mile. At this rapid, Grand Island divides the Athabaska into two channels. Water in the western, or main, channel is too heavy for navigation, but when lightened of their cargoes and handled by skilled voyageurs, scows could be run down the somewhat narrow channel along the east side of the island. But even under such conditions not a few boats were wrecked and lives lost. Consequently during 1910-11, an attempt was made to improve the channel by blasting out ledges and boulders. This, however, resulted in increasing the speed of the current to such an extent as actually to increase navigational hazards.

Between Athabaska Landing and Grand Island only two light rapids occur and these presented no difficulty. Below the island however, exceptional strength and skill were required to handle the heavy boats through intricate and boulder-strewn channels.

Prior to 1883, boats and canoes with freight for points north of McMurray had continued on down river. In that year however, the Hudson's Bay steamer *Grahame* was completed, and thereafter northbound cargoes were transferred from the small craft to the 90-ton stern-wheeler. Many surplus scows arriving from the south, were therefore sold at McMurray and their lumber salvaged, but others were tracked up-stream again with cargoes of fur to Athabaska Landing, a distance of 245 miles. Crews of men harnessed to heavy tracking lines hundreds of feet in length, fought their way grimly along the shores, often through a tangle of overhanging brush, knee deep in mud or waist deep in water. The ceaseless torture of myriads of flies from daylight to dark, the harassing and heavy work which only the strongest could long endure, made scow tracking one of the most brutal forms of labour. On reaching Athabaska Landing, a single night's celebration often exhausted a whole month's wages, and trackers then faced the long trip back to McMurray, frequently on foot, at their own expense, and depending for food on such rabbits as they might snare. But tracking lines have long



since been coiled and poles and sweeps laid aside. An indomitable race of voyageurs has vanished from the river.

Through long years of almost incredible hardship and toil, men of the north blazed a trail into the fabulously rich empire of the early fur traders. Yet unconsciously they were also blazing a trail which was ultimately to open up a far greater empire — the mineral empire of northwestern Canada.

The spirit of the early voyageurs did not die when stout tracking lines were coiled away. In the north it still marches on. Surely the early Canadian voyageur is worthy of an honoured place in the National Hall of Fame!

★ ★ ★

In budding spring, thro summer's heat and autumn's whining gale,

Trudged the long lines of toiling men up Athabaska's trail;

Where foam-laced waters reared their crests on ledge and treacherous shoal,

Men guided ponderous lurching craft with sweep and flickering pole;

Now the 'long silence' broods again along the winding shore,

For boatmen's songs have died away—and trackers track no more!

★ ★ ★

At top:—

Running a scow through the swift water of the east channel at Grand Island. To assist bowman and helmsman, men are pulling on the starboard sweeps while men on the port side back water. The pilot at the stern directs operations.

"Citizenship"

by G. C. ANDREW

WITH THE BEGINNING of the New Year, a new name is added to the list of the nationalities of the world. It is a nationality which has been long in the making, but which on the very day of its coming into existence already enjoys the respect of every country. The possessors of this new nationality will be called "Canadians".

The creation of a distinctive Canadian nationality became law with the passing by Parliament last session of the Canadian Citizenship Act. This Act was proclaimed, fittingly enough, on July 1st, 1946, and becomes effective on the first day of January, 1947.

To Canadians who seldom travel outside the borders of their country, the passing of the Act may have had little significance, but to those who travel abroad it has long seemed anomalous that they should call themselves Canadians and at the same time, be designated on their passports as British subjects. The Citizenship Act establishes (at long last) that in law, as well as in practice, the Canadian people will have the elementary right of proclaiming themselves citizens of their own country.

The Act will have other effects. Canadians will welcome the clear definition of their position as citizens of Canada who continue allegiance to the King. The Act also performs a service to the cause of women's rights by the provision (which is not widely known) that Canadian women are given absolute control of their own national status. Heretofore, a Canadian woman who married a man of another nation was obliged to adopt the nationality of her husband. This disability has now been put aside.

But in the long run the most telling part of the Act may well be that aspect which in some quarters is regarded as window dressing. The Canadian Citizenship Plan provides for a ceremony of admission to the Canadian family. Three times each year, in cities and in towns where men and women are to receive citizenship, there will be a dignified and impressive ceremony, designed to bring home to the applicant the worth of the nationality he or she is assuming. Too long have Canadians envied the United States oath of allegiance. A ceremony which will indicate the privileges and responsibilities of being a Canadian citizen will be a valuable factor in the assimilation of new Canadians.

The spirit of the new Act is perhaps best caught by the Secretary of State, Honourable Paul Martin, in a recent utterance. Mr. Martin, who piloted the citizenship bill through the House of Commons, and under whose department it will be administered, said:

"The great underlying need in Canada is for a common feeling of national consciousness in the development of a Canadian nation. This consciousness can be expressed in a number of ways. It has certainly been well expressed by Canadian achievements during the war. We have become an important factor in the industrial and economic life of the world. We know that we have been recognized as an important nation by the attention paid to the views of Canada at international gatherings. But a symbol is needed. One effective way of symbolizing our development as a nation is that every Canadian, regardless of race, of dwelling, of politics, of tongue, may be able to say with meaning and with pride: 'I am a citizen of Canada'."

EDITOR'S NOTE-BOOK

The Lecture Committee of the Society in December presented an address by Mr. Richard Finnie, F.C.G.S. In the presence of Their Excellencies the Governor General and the Viscountess Alexander, Mr. Finnie gave a most interesting account of the Canol Project, in which the United States Army Engineer Corps undertook to lay an oil pipeline from the oil field at Norman Wells to Whitehorse in the Yukon. Following a short explanatory address, Mr. Finnie showed a remarkable colour film he had made during his two years association with this project. This was a graphic and enjoyable presentation of a great achievement in speedily overcoming tremendous difficulties in pushing road and pipeline through the unexplored Mackenzie-Yukon divide terrain.

* * *

The Canadian Naval Service Benevolent Trust Fund

Throughout the past war the Canadian Geographical Journal reviewed annually the work and accomplishments of the Royal Canadian Navy. The vast majority of the 107,000 men and women who served with the Navy while Canada was at war have since returned to civilian life. One real link with their wartime service remains in the Canadian Naval Service Benevolent Trust Fund, which stands ready to help them in times of urgent need. The fund was established in 1945 for the purpose of relieving distress and promoting the well-being of naval and ex-naval personnel and their dependents. Under the patronage of His Majesty The King, the Benevolent Fund is administered by a board of directors headed by Admiral P. W. Nelles, C.B., R.C.N. (Retired), and has offices at Naval Service Headquarters in Ottawa. The fund, in order to avoid the depletion of its capital assets, has had to restrict its aid to cases of actual distress. The directors hope that money will eventually be available to give more generous help and to expand the Benevolent Fund to the point where it will be possible, for example, to assist the children of present or former naval personnel with scholarships. For those who wish and are able to express their gratitude in practical form for the valiant part played by the Canadian Navy in the past war the Canadian Naval Service Benevolent Trust Fund offers an excellent medium.

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Our Contributors

Alexander Lacey was born in the fishing village of Exploits, in Notre Dame Bay, Newfoundland. He received his early educa-

tion at Botwood and St. John's, Newfoundland. After graduation from the University of Toronto he did post-graduate work at Columbia University, New York, then joined the teaching staff of Victoria College, Toronto, where he is Associate Professor of French. He has published a number of articles, mostly on Newfoundland, and some textbooks for the teaching of French.

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A. Murray Fallis is engaged in research on animal parasites in the Department of Parasitology at the Ontario Research Foundation. In addition Mr. Fallis is Associate Professor of Parasitology in the School of Hygiene of the University of Toronto. During the war Mr. Fallis was one of the members of a mission arranged by the Association of American Medical Colleges, financed by the Markle Foundation, which spent some time in Guatemala observing and studying tropical diseases.

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After attending the Cobourg Collegiate Institute, Edwin C. Guillet took his B.A. in Political Science at the University of

ANNUAL MEETING of

**The
Canadian Geographical
Society**

The Society will hold its eighteenth Annual General Meeting in the Lecture Hall, National Museum of Canada, Ottawa, on Friday, February 21st, 1947, at 8.30 p.m. Immediately following the meeting Professor G. H. T. Kimble, Chairman of the Department of Geography at McGill University and a Fellow of the Society, will deliver an address entitled "Life on the Pioneer Fringe of North Africa", which will be illustrated by slides.

Toronto, followed by B.A. in English and History, and M.A. in History at McMaster University. Since then, Mr. Guillet's time has been taken up by teaching and writing. His writing has been largely concerned with historical subjects and some school texts are included in his publications, which comprise articles for the Canadian Historical Review and a number of books. Mr. Guillet is now including in his investigations legal and political aspects of life in Canada.

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AMONGST THE NEW BOOKS

(Inquiries regarding books should be directed to the publishers in Canada)


A Pocketful of Canada

by JOHN D. ROBINS, Editor
(Wm. Collins, Toronto, \$3.00)

Those who wonder, whether to themselves or aloud on the public platform, whether we have a truly distinctive Canadian literature, have but to examine this excellent anthology to have all their doubts set at rest. Here are extracts from the works of over a hundred and fifty authors, ancient and modern, dealing with Canada in her innumerable aspects.

To the geographer it has much to offer, for in it the bare bones of fact are clothed with rich garments of detailed description and sympathetic comment. For the

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historian, old words heavy with significance for future generations are brought alive, the visions of those who wrote them live again in human minds, and their truth is once more made manifest.

The cry of the loon on the northern lake, the cry of the "caller" directing the square dances after the barn-raising bee, the cry of the wounded in the two Great Wars, the cry of faith, of hope, of aspiration, all are here—the cries by which a nation makes itself known to its fellows throughout the world.

No Canadian can take up this book and sift its contents through the fingers of his mind without realizing once more that he is a citizen of no mean State, that he is privileged to share in a measure of beauty and dignity such as is not measured to all peoples.

Poets, novelists, statesmen, scientists, farmers, arti-

(Continued on page VII)



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(Continued from page VI)

sans, merchants, artists: all the architects who have helped build our nation through the last four hundred years are here. Jacques Cartier and Samuel de Champlain, of olden days, Marius Barbeau and Louis Hémon, of today, are only four of the contributors of French descent. Duncan Campbell Scott, Archibald Lampman, E. J. Pratt, and many other poets sing of the beauties of the Canadian landscape. Mrs. George Black, Audrey Brown, Kathleen Strange and other women contribute their valuable share.

Dr. Robins has performed a singularly sympathetic and competent piece of work in compiling this anthology. Many old favourites appear (and who would wish them left out?), but for most readers much of the contents will be new and delightful. The catholicity of taste, the broadness of scope, displayed are most commendable and, while there are naturally many selections that one might wish included, few will disagree with any of the choices made.

As a gift to a non-Canadian friend there could hardly be a finer choice, for never was a better-rounded picture of Canada presented in so small a compass. Literally it does fit easily enough in a coat pocket and any one of us may proudly carry *A Pocketful of Canada* about with him.

DOUGLAS LEECHMAN

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The Canada Year Book 1946

The Dominion Bureau of Statistics has announced publication of the 1946 edition of the *The Canada Year Book*, authorized by the Hon. James A. MacKinnon, M.P., Minister of Trade and Commerce.

Besides its up-to-date record of statistics and official survey of resources, internal and external trade, social and economic conditions in the Dominion, with maps and charts, a number of special articles sponsored by dominion or provincial government authorities are included. For those who wish to study one particular subject, the classified list of articles previously published is most helpful; in addition there is a list of articles available in reprint form.

The regular chapter material has been thoroughly revised to reflect latest developments during the post-war period and of special current interest to many will be the chapters on "Post-War Reconstruction" and "Rehabilitation of Ex-Service Personnel" including data on discharge gratuities, veterans' allowances and the pension system.

The *Canada Year Book* (cloth-bound edition) is held for sale by the King's Printer, Ottawa, at \$2 a copy. Remittance should be made by money order, postal note or accepted cheque payable to the Receiver General of Canada.

By a special concession, a limited number of paper-bound copies are available for ministers of religion, students and school teachers at \$1 each. Application, with remittance, for these copies must be forwarded to the Dominion Statistician, Dominion Bureau of Statistics, Ottawa.